

MASON'S
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SAUCE.

Hongkong Daily Press.

ESTABLISHED 1857.

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TO
INSURE YOUR EYES
AGAINST
THE GLARE
YOU SHOULD WEAR
CROOKE'S GLASSES
N. LAZARUS,
HONGKONG'S ONLY EUROPEAN
OPTICIAN.

No. 20,513 號三十壹百五零萬二第 日五廿月式年子甲 HONGKONG, SATURDAY, MARCH 26th, 1924 六拜禮 號九廿月三年三十國民華中 PRICE, \$3 PER MONTH

INTIMATIONS

POTASUL.

Water from a Mineral Spring in Arkansas, U.S.A. The ingredients as shown by the analysis are ideal for reducing acidity and it is especially beneficial in all diseases of the Stomach, Liver and Kidneys, for Stone and Gravel, and for Gouty and Rheumatic troubles.

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TIM E-TABLE

WEEK DAYS.		
7.30 a.m.	7.10 a.m.	every 15 minutes
8.00 " "	7.40 " "	" " "
8.30 " "	8.10 " "	" " "
9.00 " "	8.40 " "	" " "
9.30 " "	9.10 " "	" " "
10.00 " "	9.40 " "	" " "
10.30 a.m. to 11.00	10.10 " "	every 10 minutes
11.30 " "	11.10 " "	" " "
12.00 " "	11.40 " "	" " "
12.30 " "	12.10 " "	" " "
1.00 p.m. to 4.00	12.40 " "	every 10 minutes
4.30 " "	1.10 " "	" " "
5.00 " "	1.40 " "	" " "
5.30 " "	2.10 " "	" " "
6.00 " "	2.40 " "	" " "
6.30 " "	3.10 " "	" " "
7.00 " "	3.40 " "	" " "
7.30 " "	4.10 " "	" " "
8.00 " "	4.40 " "	" " "
8.30 " "	5.10 " "	" " "

SUNDAYS

7.30 a.m.	7.10 a.m.	every 15 minutes	} Stopping.
8.30 " "	8.30 " "	" " "	
9.30 " "	11.00 " "	" 10 "	
1.15 " "	12.00 noon	" 15 "	
2.00 noon	1.00 p.m.	" 10 "	
1.00 p.m.	1.30 " "	" 15 "	
2.30 " "	1.30 " "	" 10 "	
4.30 " "	5.30 " "	" 15 "	
5.30 " "	6.30 " "	" 10 "	
	6.40 " "		
	6.47 " "		Non Stop
	6.57 " "		Stopping
	7.04 " "		Non Stop
	7.13 " "		Non Stop
	7.20 " "		Stopping
	7.30 " "		Non Stop
	7.37 " "		Stopping
	7.47 " "		Non Stop
	7.54 " "		Stopping
	8.03 " "		Non Stop
	8.10 " "		Stopping

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NOTICE OF REMOVAL.

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[FROM INDIAN PAPERS.]

MR. THOMAS AND DUKE OF YORK.

LONDON, March 28th.
The Duke of York, Mr. Ramsay Mac-
Donald, and Mr. H. Thomas shared
a Saloon from Paddington to Cardiff to-
day to attend the Wales-Ireland match.
The three wore buttonholes of daffodils
presented to them by a Welsh lady on the
platform. The Prince of Wales travelled
in a late train to Cardiff to witness the
match. He was also presented with a
daffodil.

The Duke of York, accompanied by Mr.
Thomas, left the train at Newport which
is Mr. Thomas' birthplace. Both were
civically welcomed and cheered by crowds.
The Duke of York laid a wreath on the
Cenotaph and inspected ex-service men.
Speaking at a luncheon, he said he re-
garded his visit to the birthplace of
one of Wales' most famous sons as a
most pleasant duty.

Mr. Thomas in a speech dwelt proudly
on the beauty of a Constitution that
enabled a humble boy to return home with
a member of the Royal family.
The Prince of Wales had a wonderful
reception at Cardiff which was belagued.

FAMOUS ADMIRAL'S PENSION.

LONDON, March 10th.
A Treasury minute discloses the fact
that the Treasury propose, subject to
Parliamentary approval, to commute
Lord Rodney's pension of £2,000 yearly
for £4,000. The pension was awarded
for the famous Admiral for himself and his
heirs for his victory over the French in
the West Indies.

The present peer is farming in Canada.
Lord Rodney defeated the French under
De Grassé off Dominica, received the
thanks of Parliament and was raised to
the peerage as Baron Rodney of Stoke-
Rodney. His portrait was painted by
Reynolds and Gainsborough. The present
peer is the 8th of the line.

ATTACK AGAINST LEPROSY.

LONDON, March 10th.
Sir Leonard Rogers, in outlining the
policy of attack against leprosy in the
Empire in the *Daily Telegraph* quotes the
conviction of Dr. Muir of the Calcutta
Research Laboratory that almost every
case in the first stage is curable by the
recently discovered treatment. Moreover,
they can be safely and cheaply treated at
dispensaries and special outpatients' de-
partments. Sir Leonard Rogers thinks
that three-quarters of the cases clustered
in Indian and South African asylums are
of the advanced crippled type which
is mostly non-infective and the asylum
while carrying out humanitarian work
are doing but little to decrease the dis-
ease. He suggests that it would be better
if these cases were handed over to relatives
and their places taken by more infective
types. He dwells on the fact that half of
the infections occur under the age of
twenty and three-quarters under thirty
and declares that the best lines of attack
upon the problem are segregation and dis-
pensary treatment.

INQUEST ON GENERAL SIMPSON-BAIKIE.

LONDON, March 10th.
At an inquest on Brigadier-General
Sir Hugh Simpson-Baikie on the 6th inst.
a verdict of death from natural causes
was recorded. His sister who gave evi-
dence said that the deceased suffered from
violent rages in the left chest. He
smoked 25 cigarettes daily.
The doctor said that death was due to
fatty degeneration of the heart following
chronic disease of the coronary arteries
of the heart, possibly due to deceased's
strenuous life. He was of the opinion
that smoking 20 cigarettes daily was most
harmful. Sir Hugh Simpson-Baikie, who
was on the eve of his 53rd birthday, took
part in the Nile Expedition and the South
African War. He also served in France,
the Dardanelles, Salonica, Palestine and
Egypt during the European War and re-
ceived frequent mention in despatches.

CANADIAN NATIONAL RAILWAYS.

LONDON, March 11th.
A Montreal message says the Canadian
National railways' net earnings in the
year 1923 were a million dollars, compar-
ed with three millions last year.

SUNDAY OPENING OF EXHIBITION.

LONDON, March 12th.
A Bill will be introduced into Parlia-
ment shortly to provide for the opening
on Sundays of the educational features
of the British Empire Exhibition.
Rear-Admiral Sir Guy Gaunt, K.C.M.G.,
presides at a Hyde Park demonstration
on Sunday to promote the movement for
Sunday opening of the Exhibition. He
says he has received cordial promises of
support from members of the Labour
Party.

SEATS FOR WIMBLEDON MEETING.

LONDON, March 12th.
Applications for seats in connection
with the championship meeting at Wim-
bledon approximate three times the available
capacity. All seats sold prior to the
meeting have been allotted.

EX-RANKER OFFICERS' MOTION.

LONDON, March 12th.
Over 300 Members of Parliament irres-
pective of party have intimated their
sympathy with the ex-ranker officers' mo-
tion which will come before the House
of Commons on Thursday night during
the debate on the Army Estimates. The
resolution stands in the name of Mr.
John Harris and will be seconded by
Capt. Berkeley. It is in effect a claim
that Army pensioned ranker officers, num-
bering 2,500, who performed similar
duties as commissioned officers under
identical conditions should receive equal
treatment as regards retired pay.

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RHEUMATISM. FOR ALL AFFECTIONS OF THE
URINARY TRACT, GRAVEL, CALCULI, GOUT, RHEUMATISM,
PAIN IN JOINTS, MIGRAINE, NEURALGIA, SCIATICA,
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ROQUEFORT'S SURCHOIX CHEESE
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FRENCH BRETEL BUTTER

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Quenelles de Volaille, Quenelles et garniture sautes saucisses, Poulet Sauté au
Champignons, Escargots a la Bordelaise, Veau aux petits pois, Ragout de
Mouton Navarin, Saucisses frites Jambonnettes Sur Extra, Jambon fumé
Pato de Foie Gras Extra, Omelette sautée truffée, Pate Amateurs, Creme de
Gastrosome, Biscuits Sardines, Anchovis in bottles for Sandwich, Meli-Meli in jars,
Salt Anchovis in 2 lbs. tins, Anchovis Norwegian in barrel in glasses,
Delicates Herring, Pickled, Smoked Sliced Salmon in Olive Oil, Best Russian
Black Caviar, etc., etc.

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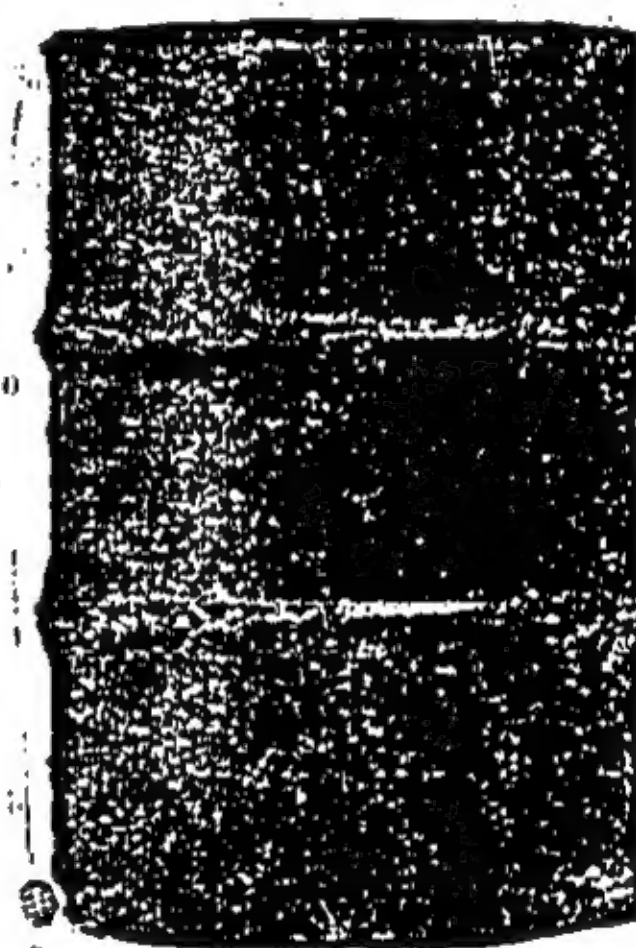
announce that

Commencing April 15th, until October 15th,

Special Summer Rates

will come into force as under—

SINGLE ROOM inclusive of meals, from.....\$150.00 per month.
DOUBLE ROOM for 2 persons, inclusive of
meals, from\$275.00 per month.
DOUBLE ROOM with private bath, for 2 per-
sons, inclusive of meals, from...\$400.00 per month.



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When tyres are under inflated there is continual internal friction between the foundation
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quickly destroys the cover.

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Start and stop gently and take corners slowly.

Lastly buy **MICHELIN** tyres from us and follow the above advice and
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The National Radio Engineering Company of Atlanta, Georgia, covering an investigation made by them in the interest of Railway Electrical Engineers, report that—

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SPORT.

YESTERDAY'S TENNIS.

Yesterday was a very busy day on the Courts, no fewer than nine matches being played. In the Handicap Singles "A" R. E. Worthington by defeating W. B. Cornaby entered the semi-final.

Yesterday's results:—
OPEN SINGLES.—H. D. Ramjahn beat A. A. Ramjahn, 6-1, 6-1, 6-2.
OPEN DOUBLES.—S. A. and A. H. Ramjahn beat N. Trambitsky and H. Krebs, 6-3, 6-0, 7-9, 6-0; Ho Wei Hong and Ho Ka Lau beat H. Owen Hughes and G. R. More, 6-6, 6-7, 8-6, 6-2.

HANDICAP DOUBLES.—A. B. Raworth and M. M. Moss (—3/6) beat D. Burlingham and C. G. Perdue (+1/6), 8-6, 6-3; F. A. Redmond and M. H. Roffey (—2/0) beat G. W. Sewell and C. Baker (—1/6), 2-6, 8-6, 6-3.

HANDICAP SINGLES "A".—R. M. Henderson (+3/6) beat D. J. Allfree (+2/0), 6-1, 8-0; R. E. Worthington (—1/3) beat W. B. Cornaby (+3/6), 9-7, 8-0; W. L. Thomas (+1/5) beat A. Leach (—1/5), 6-0, 6-1.

HANDICAP SINGLES "B".—G. D. Jellings (+2/6) beat C. T. Towle (+3/6), 8-6, 6-3. CYCLO CHAMPIONSHIP.—A. D. Humphreys walk over from C. R. Baron.

STAND COURT MATCHES FOR NEXT WEEK.
The following Open Doubles matches have been arranged to be played off on the stand court next week:—

Monday.—Lo and Lo v. H. D. and O. Ramjahn.

Tuesday.—S. H. and S. D. Ismail v. S. E. Green and T. Lay.

Friday.—Ng Sze Kwong and C. Choa v. winner of Worthington and Redmond.

Hastley Smith and Williams.

The following Open Singles match will be played off on Wednesday:—

Ng Sze Kwong v. T. Honda.

OPEN BILLIARDS CHAMPIONSHIP OF THE COLONY.

C. EARNshaw BEATS BALCHIN.

The contest for the Open Billiards Championship of the Colony was advanced a stage further last night when C. Earnshaw defeated Capt. H. C. Balchin by 201 points in a game of 800 up. The highest breaks were: C. Earnshaw: 31, 22, 21, 36, 31 (unfinished); H. C. Balchin: 23, 21, 21.

THE CORONET THEATRE.

Cinema pictures take the beholder into many strange places, but into none more pleasing than the great open space where men ride free and love is for the brave. One realises this to the full when one sees "Blinky," this evening's big Coronet Theatre feature film, for the story is unfolded in the wilds of the Mexican border, where adventure reigns supreme and that the liquor smuggler has made it his special field. "Blinky" is the nickname given to a young tenderfoot, son of a father who is known in his cavalry days as "Hawkeye" and of a mother who has brought him up to be a nice boy. When first he comes into the wild, Blinky has a rough spell, his terrible horn-rimmed spectacles and his propensity for getting into disgrace making him the butt of his rougher companions. However just when his darkest hour has come, after a luckless encounter with liquor smugglers who have robbed him of his gun and his precious spectacles, Blinky gets his great chance, and turning a ridiculed boy scout lone to good account, rescues the major's daughter from the outlaws who have carried her off into the hills. This great exploit had he not been never have performed the girl—always he had been too bashful to assert himself—and it is this side of the picture which gives it a very welcome element of rugged romance, rounding off the excellent fun which his comical mishaps constantly provide. America's most engaging young cowboy, Hoot Gibson, plays the leading part.

THE "FINANCIAL NEWS."

SIR L. WORTHINGTON-LEWIS as EDITOR.

The directors of the Financial News have arranged with Sir Laming Worthington-Evans, Bt., M.P., to become editor-in-chief of the Financial News. Sir Laming will be assisted by the joint editors and the present staff, and will act in a consultative capacity and be responsible for the general policy of the paper.

HONGKONG SHARE MARKET CLOSING QUOTATIONS

March 28th, 1924.

Hongkong and Shanghai Banks	11.160 b.
Union Insurance	2245 s.
Hongkong Fire Insurance	4550 b. x.d.
Douglas Steamships	450 b.
H.K. & M. Steamships	430 s.
"Star" Ferries	387 b.
China Sugars	287 s.
Langkats (Combined)	11.30 n.
Kowloon Wharves	1169 s.
Whampoa Docks	1163 s.
Shanghai Dock	11.83 b.
Hongkong Land	1124 s.
Hongkong Hotels	233 b.
Companys	233 b.
Dairy Farms	1254 b. & s.
Waterboats	1154 b.
Watsons	11.42 b.
Hongkong Trams	2394 b.

b.—buyers; s.—sellers; n.—sales.

Money may be the root of all evil, but it is a wonderful stimulus and the root also of most other things.—Sir J. J. Thomson.

The millionaire is not the champion, but the chief enemy of property: he is the man who makes it certain that most of the shop-keepers shall have no shops.—Mr. G. K. Chesterton.

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Large
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Just
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KOWLOON DEPOT: 15, Canton Road.
CANTON: 15, Shark Central East.
KOWLOON HOTEL DEPOT.

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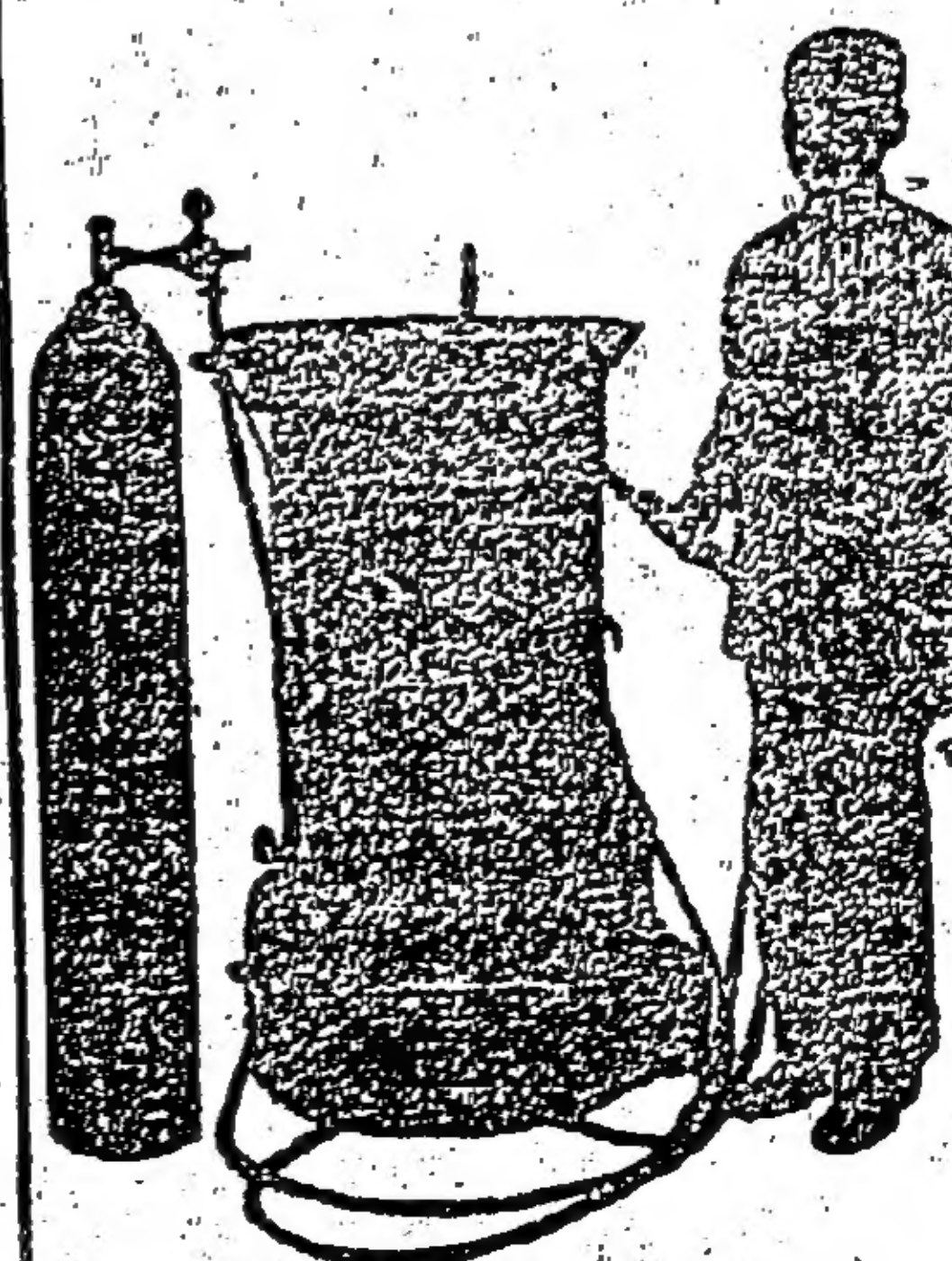
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Large Range of New Flowers.

YEE SANG FAT CO.

ASSOCIATION OF EXPORTERS AND DEALERS OF HONGKONG

ANNUAL MEETING.

The annual meeting of the Association of Exporters and Dealers of Hongkong was held at the offices of the Hongkong General Chamber of Commerce yesterday afternoon. The chair was taken by Mr. John Robertson, who was supported by Messrs. A. W. Van Andel, Vice-Chairman, O. Eager, J. M. Alves, S. M. Churn, Fung Kung On, and the acting Secretary of the Association (Mr. M. F. Key).

The firms represented were: Messrs. J. M. Alves & Co. (Mr. J. M. Alves), Arnold & Co., Ltd. (Mr. B. Monteith Webb), Dodwell & Co., Ltd. (Mr. E. Syme Thompson), Fung Tang (Mr. Fung Kung On), W. H. Grace & Co. (Mr. E. H. Nilson), Gibb, Livingston & Co., Ltd. (Mr. P. E. Egger), Gilman & Co., Ltd. (Mr. C. E. Blaker), Gerin Drevard & Co. (Mr. C. E. Blaker), W. A. Hannibal & Co. (Mr. C. E. Blaker), Holland China Trading Co. (Mr. A. W. Van Andel), W. C. Humphreys & Co. (Mr. E. Humphreys), Jardine, Matheson & Co., Ltd. (Mr. O. Eager), W. R. Loxley & Co. (Mr. W. L. Pattenden), Lepack & Co., Ltd. (Mr. M. Baptista), Maxim & Co. (Mr. J. Ribeiro), A. B. Moulder & Co., Ltd. (Mr. Wong Oi Kut), J. M. da Rocha & Co. (Mr. J. M. da Rocha), David Sassoon & Co., Ltd. (Mr. R. E. Green-Smith), Thoresen & Co. (Mr. S. Berg), Union Trading Co., Ltd. (Messrs. S. M. Churn and F. Remedios), Harry Wicking & Co. (Messrs. H. Owen Hughes and S. Pinn).

The CHAIRMAN said: Although, as stated by my predecessor in the chair, at the last annual meeting, the year 1923 opened with a distinctly improved demand, both from Europe and America, for South China produce, the promise of better things was scarcely maintained, owing partly to unsettled conditions on the Continent of Europe, and still more to civil disorder in the Canton Delta, which has resulted in supplies of the principal articles of export being both high in price and scarce in quantity. We are rightly concerned here in Hongkong at the prevalence of piracy, but I doubt if we all realise how serious and menacing is the interference by brigands with the trading operations of native craft throughout the whole Canton Delta. Downright piracy and the levy of blackmail in the form of "conduct-money" together constitute the gravest handicap to the trade in which we are engaged and I should like to endorse the remarks of the Chairman of the Chamber of Commerce, the other day, on the subject of the urgent necessity for a considerable increase in Naval Patrols, as the most effective method of protecting commerce and ensuring something like normality in the passage of cargo.

Coming to matters more strictly within the purview of this Association, I may say that, as regards the Rice trade, the period under review has been rather disappointing. The demand from our principal outlets—the United States of America, South America and the West Indies—has been, on the whole, extremely poor, with the result that only a hand-to-mouth business materialized.

American and Cuban buyers are apparently still finding it to their advantage to place the bulk of their orders direct with Saigon, and it is reasonable to assume therefore that they can buy rice for shipment from that port at a much lower price than in Hongkong.

The Chairman of the Chamber of Commerce, commenting on statements that Hongkong's rice trade is being seriously affected by direct shipment from the exporting countries, mentioned that Hongkong imported more rice in 1923 than in 1922 or 1921. Nevertheless, as some of our members well know, an important part of the rice trade has been lost to the Colony—I refer to the import of rice from Siam and Saigon and its re-grading and export to other countries. That the total statistics do not indicate the decrease is due, I understand, to the fact that the trade between Hongkong and Canton and neighbourhood has been larger during the year under review.

Local prices for rice were well maintained during the first eight months of the year, but there was a sudden jump of about \$1.00 per picul in September. This advance was to some extent due to the Japanese catastrophe, but the main reason is probably to be found in the active demand from Canton and other nearby markets in consequence of the extensive damage done to the native crops by typhoons and floods.

At the close of the year the market was still ruling fairly firm as the demand from the neighbouring districts had not been satisfied.

Crop prospects in the exporting countries are good, so that, unless the unforeseen happened, we are assured of ample supplies in 1924.

The further which is in your hands comes further correspondence on subjects to which my predecessor in the chair made reference last year. I very much regret that the Consular charges in respect of goods shipped to Peru have not yet been refunded, although it is now two years since they were erroneously charged to exporters here. You will remember that the Tariff of Consular Fees was suddenly increased without notice, and a refund was claimed in respect of shipments contracted for before a certain date. The Hongkong General Chamber of Commerce, at our request, took up the question with the Colonial Government and diplomatic action followed. The rightfulness of the claim was most politely admitted but, I am sorry to say, gentlemen, that is as far as we have got. If it is your wish, the incoming Committee, I have no doubt, will press the matter once more.

Our request for reasons for adverse Arbitration Awards of the General Produce Brokers' Association in London is another subject which we have pressed at intervals during the last ten years. Towards the end of last year members received a circular setting forth the position to date. You were informed that the utmost concession which it has been possible to extract is that "in almost every case where arbitrators are asked for their reasons they are quite willing to write an informal letter without prejudice stating their reasons."

While not agreeing that this concession adequately meets the reasonable request of China shippers, the Committee notified members and asked them to write in if they experienced any difficulty in obtaining informal statements of reasons. The concession made by the Produce Brokers' Association is obviously of little use to firms having no agents in London. Their case has been represented to the London Chamber of Commerce and we are promised that, if possible, something will be done for them. So far, however, no further communication has been received.

You will note that we have also supported representations by the Hongkong General Chamber of Commerce in favour of a *force majeure* clause in the contract forms of the Produce Brokers' Association in respect of C.I.F. Sales, also urging modification of the constitution of the Association so as to include all sections of trades and not brokers only.

Your Committee was glad to render the Chamber of Commerce assistance in making such enquiries as were possible into an allegation, by the New York Metal Exchange, to the effect that parcels of Chinese tin were showing, on analysis, a lower tin content than usual. Unfortunately, the New York Metal Exchange never responded to the request that they should send us samples of the shipments complained of, in order that proper investigation might be made at this end. I associate myself completely with the comments of the Chairman of the Chamber last Monday on this subject.

Special consideration has been given during the year to making the information furnished to the Chamber of Commerce for publication in its "Market Report" more useful. Instead of supplying a quotation given by one firm only in regard to each item, we now collect quotations from a considerable number of firms and are thus able to arrive at figures which more fully represent the prevailing prices. This method entails a good deal more work for the Secretariat, but the results, I think you will agree, justify the extra trouble.

In view of the great importance to trade interests of the British Empire Exhibition, your Committee decided to provide an Exhibit of South China Produce for display in the Hongkong Section. British members of the Association combined in the production of a handbook to accompany this exhibit. There is every reason to believe that the trade of the Colony as a whole will share in the benefits to trade which must accrue from an enterprise of such magnitude as the forthcoming Exhibition at Wembley.

It is unnecessary, I think, for me to comment here upon other matters which have been considered by the Committee during the past year, but I would like, on their behalf, to record our sincere appreciation of the support and assistance we have received from the Secretariat during that period. In this connection I would refer particularly to the impending departure on leave of Mr. D. K. Blair, who since its inception, has worked and assisted to build up this Association with that characteristic loyalty and energy which has won for him the esteem and admiration of commercial as well as social circles. Committees, past and present, together with all Members of this Association, learned with the deepest regret of his breakdown in health, and will, I am sure, join with me in expressing our profound appreciation of his services and in wishing him a complete and speedy return to health.

Your Committee has appointed Mr. Key to act during Mr. Blair's absence. Mr. Key has already proved most useful to us and we are sure he will carry on the work to your entire satisfaction. The accounts, I think, call for no special comment. I now beg to propose that the Report and Accounts as printed be adopted and, after the motion, has been seconded, I shall be glad to answer, to the best of my ability, any questions which members may desire to ask.

Mr. J. M. DA ROCHA, in seconding the adoption of the report and accounts, said: Mr. Chairman and Gentlemen,—I beg to second the adoption of Report and Accounts and in doing so I should like to congratulate the Committee of the Association on a useful year of work and to express on behalf of the general body of members our appreciation of their services.

Perhaps, I may be permitted to comment upon the reference from the chair to the Government statistics of the rice trade of the Colony. Although the total business in rice was larger than in 1922 or 1921 it is nevertheless true that Hongkong has lost a considerable share of the Cuban, West Indies, American and South African rice business. This is mainly due to the fact that the Steamship Companies, principally the Shipping Board vessels, are calling at the producing centres in Saigon and Bangkok, and offering the same if not a lower rate of freight for rice as from Hongkong. Efforts were made to secure a differential at between Hongkong and the Southern Ports, but the rate fixed by the Freight Conference was too trifling to affect our position. A valuable portion of the Colony's trade has thus been sacrificed by the steamship companies' adoption of a policy.

(Continued at foot of next column.)

When you are Down and Out,
don't be discouraged, but—

When you have climbed to be
a Successful and remarkable
character, don't forget the

Stock you have sprung from;
and—come to see me,

WESLEY BARRY

in

"RAGS to RICHES"

A Marvelous Production!

A Film Masterpiece!

Portraying the unconquerable
spirit of boyhood, "Freckles"
is seen in the greatest roles of
his Screen Career. The
picture is full of laughter,
thrilling scenes, suspense and
beautiful romance.

Commencing Monday, March 31.

at The **CORONET** of Course.

INTER-SCHOOL SPORTS.

INTERESTING RACING AT HAPPY VALLEY.

The annual inter-school sports were held at Happy Valley yesterday. There was a very large attendance of school children present, estimated at about 1,500. Racing throughout was very close and the spirit of competition between the five competing schools, Diocesan Boys' School, Queen's College, St. Paul's College, St. Stephen's College, and St. Joseph's College, was one of keen friendly rivalry. The Governor's shield, awarded annually to the school gaining the most points was won by St. Paul's College, the other four being awarded points in the following order: St. Joseph's College, St. Stephen's College, Queen's College and the Diocesan Boys' School. His Excellency the Governor honoured the sports meeting with his presence, and at 4.30 p.m. presented the shield to the winning school amidst great rejoicing on the part of the scholars of St. Paul's. His Excellency commented on the presence this year of St. Joseph's College at the sports, a school which did not compete last year. St. Joseph's College had the proud distinction of winning both the senior and junior team races.

The officials were:—
Starter.—Mr. J. C. Fletcher.
Judges.—Messrs. A. E. Crook, W. Kay, C. Beecher, W. L. Handyside, Rev. E. K. Quick, Rev. Bro. Cassian, Messrs. A. Bower, G. Hughes, and J. E. Warner.
Clerks of the Course.—Messrs. C. E. Thomas and S. S. Leung.
Timekeepers.—Messrs. A. E. Dome, J. Ralston and J. L. MacPherson.
Scorers.—Messrs. P. J. Price and D. Trafford.
Referee.—Mr. R. C. Witchell.
Hon. Secretary.—Mr. E. G. Stewart.

With these remarks, I beg to second the Resolution.
The election of the following as members of the General Committee was proposed by Mr. E. HUMPHREYS, and seconded by Mr. S. BENO, and carried unanimously.—Messrs. J. Robertson (Chairman), B. Monteith Webb (Vice-Chairman), A. W. Van Andel, O. Eager, F. Syme Thompson, A. D. Barretto, J. M. Alves and Fung Kung On.
This concluded the business before the meeting.

Wm. POWELL, Ltd. Specialists in Gentlemen's Wear
HONGKONG HOTEL BUILDINGS.

NEW ADVERTISEMENTS

HONGKONG JOCKEY CLUB.

AGGREGATE CUP.

NOTICE IS HEREBY GIVEN that the Value of the AGGREGATE CUP at the Conclusion of the Season is placed at \$1,000 instead of \$500, as stated in the Programme.

By Order,

C. B. BROWN,
Secretary.

HONGKONG ENGINEERING AND CONSTRUCTION CO., LTD.

NOTICE OF MEETING.

NOTICE IS HEREBY GIVEN that the SECOND ORDINARY YEARLY MEETING OF SHAREHOLDERS of the HONGKONG ENGINEERING AND CONSTRUCTION COMPANY, LIMITED, will be held in the Office of Messrs. SHAW, TOMES & CO., 25, Victoria Road, CENTRAL, on SATURDAY, 29th of MARCH, 1924, at 11.00 Noon, for the purpose of receiving the Report of the Board of Directors and a Statement of Accounts for the Half-year ended on the 31st December, 1923, and of electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 4th to the 10th April, both days inclusive.

By Order of the Board,

S. COURTNEY COOK,
Secretary.

Hongkong, 27th March, 1924.

DOUGLAS STEAMSHIP CO., LTD.

THE ORDINARY GENERAL MEETING of the above Company will be held at the Company's Office, 20, Des Voeux Road, CENTRAL, on SATURDAY, 29th of MARCH, 1924, at 11.00 Noon.

The TRANSFER BOOKS of the Company will be CLOSED from the 15th of March to the 25th of March, both days inclusive.

DOUGLAS LARRAIC & CO.,
General Managers.

Hongkong, 28th March, 1924.

SALE OF R.I.M.S. "HARDINGE" AND "NORTHBROOK."

SEALED TENDERS will be received in India by the Director of the Royal Indian Marine, Bombay, in England by the Secretary of State for India, London, and in the Far East by the Commander, H.M. Dockyard, Hongkong, up to 30th APRIL, 1924, for the purchase of the Royal Indian Marine Troopships "HARDINGE" and "NORTHBROOK" with all Stores and Fittings thereon on board on that Date, lying at their moorings in Bombay Harbour.

PARTICULARS OF R.I.M.S.

"HARDINGE"

About 3,427 tons gross and 3,005 tons net. Built under supervision of Naval Architect and Engineer to Secretary of State for India by Messrs. FAIRFAX ENGINEERING AND SHIPBUILDING CO., Scotland, in 1909. Twin Screw Triple Expansion Engines by Messrs. FINEVEAR, Glasgow, Co. 11.0. Cylinder 28-inch diameter; M.P. Cylinder 48-inch diameter; L.P. Cylinder 72-inch diameter; Stroke 45-inch; Trial I.L.P. 1,350; Trial Speed 19 knots; 4 Double ended and one Single ended Cylindrical Boilers. Designed Water Pressure Test 180 lbs. Bunker Capacity about 1,200 tons; Water Ballast about 300 tons; Fresh Water about 170 tons; 24 Officers' Cabins; 50 1st class Berths; 92nd class Berths; Troop Accommodation 1,000 British or 1,500 Indian; Capacity of hold about 17,280 cubic feet; Height between Decks 8 feet; Dimensions about 120 feet by 54 feet by 18 feet 11 inches. Vessel was extensively refitted in 1920-1921 and fitted with New Boilers in England in 1922.

PARTICULARS OF R.I.M.S.

"NORTHBROOK"

About 5,047 tons gross and 4,271 tons net. Built at Clydebank, Scotland, in 1906, by Messrs. JAMES BROWN & CO., LTD., and under supervision of Naval Architect and Engineer to Secretary of State for India. Twin Screw Triple Expansion Engines by Messrs. JOHN BROWN & CO., LTD. Trial I.L.P. 7,000; Trial Speed 16 knots; 2 Double ended and 2 Single ended Cylindrical Return Tube Boilers; Designed Water Pressure Test 180 lbs. Bunker Capacity about 1,200 tons; Fresh Water about 170 tons; 24 Officers' Cabins; 50 1st class Berths; 92nd class Berths; Troop Accommodation 1,000 British or 1,500 Indian; Capacity of hold about 17,280 cubic feet; Height between Decks 8 feet; Dimensions about 120 feet by 54 feet by 18 feet 11 inches. Vessel was extensively refitted in 1920 and Boilers replaced in 1921. The above Vessels were put out of Commission in April, 1923, and at that time were in good Repair and Running Order, having been kept in high state of efficiency to that date. They are suitable for conversion to Passenger and Emigrant Trading.

Each Tender must be accompanied by a Remittance of 10% of the amount of the Tender which will be returned to unsuccessful Tenderers. If the 10% is not with Tender it will not be considered.

The Purchaser or their Representatives must remove the Vessels from the Government's moorings at their own expense and risk within 2 Calendar Months from Date of Acceptance of Tender. Pending such removal, vessels will remain at moorings at risk of Purchaser.

The Balance of the Purchase Money must be paid by the Successful Tenderer within One Calendar Month from Date of Acceptance of Tender and before Vessels are removed from moorings. If Balance is not paid and Vessels are not removed by Purchaser or their Representatives within the Time specified, the Deposit of 10% accompanying Tender will be liable to forfeiture for the benefit of the Crown and Vessels will be Resold.

The Director of the Royal Indian Marine does not bind himself to accept the highest or any Tender.

Applications to view the Vessels may be made to the Commander of the Yard, Royal Indian Marine Dockyard, Bombay, and further particulars may be obtained from the Director of the Royal Indian Marine.

EDWARD HEADLAM,
Captain, R.I.M.,
Director of R.I.M. Dockyard, Bombay,
March, 1924.

INTIMATIONS

GULA KALUMPONG RUBBER ESTATE, LTD.

NOTICE IS HEREBY GIVEN that the TRANSFER BOOKS of the Company will be CLOSED from MONDAY, the 29th MARCH, 1924, to FRIDAY, the 11th APRIL, 1924, both days inclusive.

By Order,
LOWE, BINGHAM & MATTHEWS,
Colonial Register,
Hongkong, 21st March, 1924.

SUPREME COURT OF THE STATE OF NEW YORK COUNTY OF KINGS.

JEAN MARSH WHEELER,

LONNI W. SANGER,

Plaintiff, Defendant.

Summons.

To the above-named Defendant:

YOU ARE HEREBY SUMMONED to answer the complaint in this action, and to serve a copy of your answer, or, if the complaint is not served with this summons, to serve a notice of appearance, on the Plaintiff's Attorney within twenty days after the service of this summons, exclusive of the day of service. In case of your failure to appear or answer, judgment will be taken against you by default for the relief demanded in the complaint.

Dated, New York, December 21, 1923.

WALTER CARROLL LOW,

Attorney for Plaintiff,

Office and Post Office Address:

333, Fifth Avenue,

Borough of Manhattan, New York City.

To LONNI W. SANGER:

The foregoing summons is served upon you by publication pursuant to an order made by Hon. WILLIAM F. HENRICK, a Justice of the Supreme Court of the State of New York, dated the 31st day of January, 1924, and filed with the complaint in the office of the Clerk of said Supreme Court, County of Kings, at the Hall of Records, Borough of Brooklyn, City and State of New York. The object of the action is to procure a judgment that the defendant LONNI W. SANGER has no right of dower in certain real property known as No. 433, Washington Avenue, in the Borough of Brooklyn, City and State of New York, and that she be forever barred from making any claim to dower therein, said property beginning at and lying north of a point on the easterly side of Washington Avenue 233 feet 3 inches northerly from the northerly side of Gates Avenue, having a frontage of 18 feet 6 inches on Washington Avenue and being 130 feet in depth.

Dated: New York, January 30th, 1924.

WALTER CARROLL LOW,

Plaintiff's Attorney.

FOR SALE.

3,000 B.H.P. POWER PLANT.

THIS Plant consists of the following, all in Working Order, having just recently been in Full Use—

- (A) Four "Mond" Gas Producers capable of generating 10,000 cubic feet of Gas per hour of 140 B.H.P. per cubic foot complete with Washers, Cooling Tower, Scrubbers, Centrifugal Cleaners, Blowers, Motors, Pumps, etc., Coal Elevator and Charging Plant.
- (B) Two "Cockerill" Horizontal 4-cylinder Tandem Double Acting Type Gas Engines, 1,000 B.H.P. each and Two same type 2-cylinder Engines of 500 B.H.P. each, all the above made by RICHARDSON, WESTWORTH & CO., England. Engines complete with Air Starting Plant, Electric Ignition, Water Cooling Pumps and Motors, Turning Gear, Motors, etc.
- (C) Two Dynamos by Dick Kerr & Co., England, having an output of 750 K.W. each at 250 volts when driven at 120 revolutions, also Two Similar Dynamos of 175 K.W. each, complete with Switchboards and Instruments, etc.

For further particulars, apply to—
Messrs. BUTTERFIELD & SWIRE,
Agents,
The FAIRDOCK YARD & ENGINEERING
CO., OF HONGKONG, LTD.,
Hongkong, 24th March, 1924.

FOR SALE.

"BANGOUR," 192, Mount KELLER. Four-roomed Bungalow with Hall, Recently Reconstructed and Entirely Modernized. Site area: 37,570 sq. ft. Possession 1st April, 1924. For Particulars, Apply in writing to A. R. LOWE, Special Manager, RESS Brothers, Ltd. (In Liquidation), Hongkong, 12th March, 1924.

TO LET.

BRIGHT LARGE OFFICE ROOMS, Strong Room with Patent Bank Door, Ground Floor, 3, DUNDRELL STREET.

Apply to—

Mr. WONG KWONG TIN,

24, Des Voeux Road Central.

Telephone 3896.

TO LET.

FURNISHED HOUSE, in Good Position at PEAK, Hot and Cold Baths. From Middle April to September.

Apply Box No. 469,

c/o Hongkong Daily Press.

PUBLIC AUCTION.

THE Undersigned have received instructions from the Owners and Underwriters to Sell by Public Auction on

TUESDAY, the 1st APRIL, 1924,

at Noon

at their Sales Room, DUNDRELL ST.,

HONGKONG.

THE BRITISH RIVER STEAMER

"JIUNG SHAN"

as she now lies in her present condition in the Canton River, beached opposite Larkins Point (Killett Reach) Bhamo Passage

Terms—Cash on Fall of Hammer when the Vessel will be at Purchaser's Risk.

LAMMEKE BROS., Auctioneers.

TO-DAY AND SUNDAY.

INTIMATIONS

DIRECTORY AND CHRONICLE FOR CHINA, JAPAN, ETC., 1924 EDITION.

THE First 100 Copies of the Hongkong Edition of "THE CHRONICLE AND DIRECTORY" for CHINA, JAPAN, ETC., 1924, are NOW READY. It will expedite delivery if those Subscribers who can do so will send for their Copies to the Town Office of "THE HONGKONG DAILY PRESS," 1A, Chater Road (3rd floor) at Any Time after 9 A.M., TO-DAY.

C. B. BROWN,
Secretary.

HONGKONG JOCKEY CLUB.

EXTRA RACE MEETING 1924.

MEMBERS' SEASON TICKETS are Now Ready and may be obtained by those Members who have not already received them from Messrs. LINTHAB & DAVIS, Alexandra Buildings.

C. B. BROWN,
Secretary.

HONGKONG JOCKEY CLUB.

THE FIRST EXTRA RACE MEETING will be held (weather permitting) at HAPPY VALLEY on SATURDAY, 29th MARCH, 1924, commencing at 3 P.M.

The Charge for Admission to the Public Enclosures will be \$1. Soldiers and Sailors in Uniform, Half Price.

Members are advised that they must show their Season Tickets to obtain Admission to the Members' Enclosure.

Each Member has the right of introducing 2 Non-members to the Members' Enclosure. Tickets for whom can be obtained from Messrs. LINTHAB & DAVIS at \$5 each up to FRIDAY, MARCH 29th.

The Stewards invite the Ladies of Hongkong to be present.

C. B. BROWN,
Secretary.

PUBLIC DINNER TO SIR WILLIAM REES DAVIES, K.C.

IT is proposed that a DINNER should be in honour of the DEPARTING CHIEF JUSTICE at the HONGKONG HOTEL, on SATURDAY, 12th APRIL, at 8 P.M.

Gentlemen wishing to be present should notify on or before 5th APRIL, their intention to COLONEL ROBERTSON, Hongkong Club, who will supply all Particulars.

Hongkong, 22nd March, 1924.

CHINA SUGAR REFINING CO.

THE FORTY-SIXTH ORDINARY ANNUAL MEETING of the SHAREHOLDERS of the above Company will be held at the Office of the General Agents, PRINCE STREET, on MONDAY, the 31st MARCH, 1924, at 11.00 A.M. for the purpose of receiving the Report and Statement of Accounts for the Year ending 31st December, 1923.

The TRANSFER BOOKS of the Company will be CLOSED from the 17th to 31st MARCH, 1924, both days inclusive.

JARDINE MATHESON & CO., LTD.,
General Agents.

INSTITUTION OF ELECTRICAL ENGINEERS (CHINA CENTRE).

FOLLOWING upon the Organization to the above Centre, Members of any Grade of the Institution, resident in China, who have not received Communications concerning the Centre are requested to communicate with—

C. S. TAYLOR,
Hon. Secretary,
17, Fookchow Road, SHANGHAI.

POSITION VACANT.

WANTED by an Old Established British Firm in Outport, Reliable YOUNG MAN (British) with at least Three Years' General Business Experience. One conversant with Accounting, Shipping and/or Insurance preferred. Applicants must apply in own handwriting, stating Previous Experience and enclosing Copies of any Recommendations they have. Good Opening for the Right Man. Apply to Box No. 545, c/o Hongkong Daily Press.

HONGKONG PHILHARMONIC SOCIETY.

GRAND CONCERT

Under the Patronage of H.E. THE GOVERNOR

by the SOCIETY'S CHORUS AND ORCHESTRA

THEATRE ROYAL.

SATURDAY, 29th MARCH, 1924, at 8.15 P.M.

Booking Opens on 17th MARCH at ANYERSON Music Co.

PRICES—\$1, \$2, \$3.

[473]

TO-DAY AND SUNDAY.

HOOT GIBSON

HIS LATEST AND BEST

"BLINKY."

COMEDY-SCENIC.

THE CORONET.

INTIMATIONS

WATSON'S PURE CARBOLIC SOAPS

Highly recommended by the Medical Profession.

Guaranteed to contain the amount of Pure Carbolic acid specified.

5 per cent.

For Toilet Use

Price—\$1.25 per box 3 Cakes.

10 per cent.

For The Bath

\$2.25 per box of 3 Cakes.

20 per cent.

Medical Bath Soap

85 cts. per Cake.

You will enjoy a most refreshing and luxurious bath by using

WATSON'S Household AMMONIA.

A. S. WATSON & CO., LTD.,

THE HONGKONG DISPENSARY.

ESTABLISHED 1841.

BIRTH.

HUTCHISON.—At Shanghai, on March 22nd, to Mr. and Mrs. D. C. HUTCHISON, a son.

DEATH.

REYMER.—At Hankow, on March 20th, WILLIAM DUNCAN REYMER (Master, M. V. *Al Kreeg*, A.P.C.), aged 55 years.

Hongkong Office: 1A, Chater Road.
London Office: 131, Fleet Street, E.C.

The Daily Press.

HONGKONG, MARCH 29th, 1924.

CHINA'S INTEREST IN THE KHALIFATE QUESTION.

SINCE the great rebellions of fifty years ago the outside world has heard little of the Moslems of China, and probably it will be news even to many Europeans residing in Hongkong and the Treaty Ports to learn that, while there are no authentic statistics to guide us, the European authorities on the subject are agreed that the Moslems of China probably more than equal in number their co-religionists of Egypt, Persia or Arabia. Estimates of their numbers have varied greatly. Chinese Moslem officials have placed the figure as high as 70,000,000, but Mr. MARSHALL BROOMHILL, Editorial Secretary of the China Inland Mission, who in 1910 published a book on "Islam in China" submitted questions to over eight hundred persons residing in various parts of China, and from the replies he received, he came to the conclusion that as a rough generalization the Moslem population of China lies somewhere between the minimum and maximum figures of 5,000,000 and 10,000,000. Despite the general tendency there is to over-estimate numbers, Mr. BROOMHILL confessed that, after careful considerations based on the correspondence he had received in reply to his questionnaire, he leaned rather towards the higher than the lower figure. We may safely say, he adds, that the Moslem population of China is certainly equal

to the entire population of Algeria or Scotland or Ireland; that it is in all probability fully equal to that of Morocco, and possibly, not less than the total population of Egypt or Persia. Authorities on the subject tell us that these millions of Mohammedans scattered throughout China consider themselves as much strangers in the land as do present-day visitors from the West. That the Chinese Government appreciated this fact was evidenced in 1911, when in the composition of the national flag of the newly-established Republic the white strip was inserted to represent the Moslems in China as being one of the "five races" forming the Republic of China. In view of all these facts it will strike the reader as strange that while the Moslem world elsewhere has been in a state of great agitation over the abolition of the Khalifate at Constantinople, the Moslems of China, who were notorious half a century ago for their belligerent activities, remain unexcited, and, for all the world knows, indifferent. The Mohammedans in China live chiefly in colonies, either in separate villages and towns, or in sections of the city, where they follow their own social and religious customs and observances. Where they are scattered or isolated, we are told, they become demoralised, lax in their religious observances, and readily compromise with the ways of their Chinese neighbours. Apparently they have no political organisation, and, possibly, the Khalifate question will not disturb them until agitators from other Islamic countries are sent among them to stir up feeling in the matter, if it exists. It was computed some years ago that some two hundred Moslems annually visit Mecca, while Muslims from Turkey were constantly moving about among the Chinese Moslem communities. Possibly these communications are still maintained though they do not come under public notice. The Chinese Government has always been suspicious of these Turkish activities, and clearly revealed the suspicion a few years before the Great War when the Porte requested Germany to undertake the protection of Turkish subjects in China. Mr. BROOMHILL's view is that "Given able leaders and a fresh infusion of religious fanaticism, it is quite possible that the Chinese Moslems may even yet menace the peace of the country, more especially in the North-West," but at the time he wrote he considered that "the strong hand of China, which has so often somewhat ruthlessly crushed them in the past and thus greatly diminished their numbers, would, if general order be maintained elsewhere, be more than sufficient for such emergency." To-day, in the absence of that "strong hand," the possibility of Islamic trouble in China could not be regarded with so much equanimity. We can only take comfort in the fact that the tranquillity of the Moslem communities in China has not yet been, for all we know, disturbed by the deposition of the Khalifate or the quarrel which is developing in Islamic countries as to the place in which the Khalifate shall be re-established.

The first extra race meeting of the season takes place this afternoon.

The President of the Chinese Republic is making an appeal for the creation of a National Library, to the cost of which he has promised a personal donation of \$50,000.

Judge Milton D. Purdy, who has been appointed to succeed Judge Lohingier as Judge of the United States Court for China is due to arrive in Shanghai on April 8th.

An outline of Mr. Robert Sutherland's scheme for the creation of a passenger depot in Hongkong, which we have received from the Chamber of Commerce is unavoidably held over owing to pressure upon our space to-day.

An advertisement has been inserted by the ex-Emperor Hsuan Tung for eight writers for the sole purpose of copying articles from the newspapers. Each of the employees is offered a salary of \$30 per month, and \$9 for food.

The vacancy in the American Consulate at Tientsin caused by the retirement of Mr. Stuart J. Fuller, who has gone into business, has been filled by Mr. Gauss, American Consul-General formerly stationed at Mukden. Mr. J. C. Huston, American Consul, who has been in charge of the Tientsin Consulate since the departure of Mr. Fuller, will go home on leave.

The total output of the Kailan Mining Administration's mines for the week ending March 15th amounted to 82,933 tons and the sales to 83,567 tons.

The ghastly ending is reported of the family of Chao Wen-kuang, a former Manchurian officer, who had lost his income and was in desperate circumstances. Last week he prepared a poisonous mixture of 10 boxes of sulphur matches in a bowl of water and compelled his family one after another to drink, finally following them himself.

It is stated that Dr. Sun Yat Sen's forces in the East River districts exceeds 70,000. The commanders of the Hunanese forces have issued a notice to the public saying that they will not commandeer people for military transportation purposes. But press-gangs were at work in Canton a day or two ago, and, perhaps, this notification is a result of public protests.

News has reached the East of the death in New York of Mr. Ellwood S. Brown, who was well known in the Far East in connection with the Y.M.C.A. organisation. He was for some time attached to the Y.M.C.A. in Manila as physical director. Mrs. Brown had just returned from the United States and was on her way to Manila when the news reached her by wireless. Mr. Brown died from heart failure following an operation.

Although the tax on poultry in Canton has been abolished by order of the Generalissimo, the price for these birds keeps on increasing, says the *Canton Gazette*, which tells us that it is due to the high cost of materials for feeding the birds. We can only say that the majority of those that come into the Hongkong markets suggest by their appearance that the "high cost of feeding material" must have proved absolutely prohibitive to their breeders.

The new Broadway Hotel, Chefoo, which will be completed shortly, has been leased to a private company, the Chefoo Hotels Co. The hotel is being installed with a central heating system, hot and cold water, up-to-date drainage and all the comforts of a modern foreign establishment in the East. It will also be managed by a foreigner, who has been specially engaged. Work is proceeding on the golf links which are being laid out in the vicinity.

The minutes of a meeting of the North Borneo Chamber of Commerce state that the Chairman suggested that, in view of the present trade conditions, the wages paid to Chinese women labourers was excessive, and that a rate of 50 cents per day would be a very fair rate of pay. It was decided to enquire whether Government would be willing to reduce the wages of Chinese women labourers in their employ. It was hoped that the commercial firms in Sandakan would fall in with this suggestion.

The pedicab—a Belgian invention—has made its appearance on the streets of Shanghai. It is described in the *N.Y. Daily News* as "a simple mechanical machine—two wheels in a line, the forward one 26in. in diameter and the other, where the traction is applied, 18in. To the rear are two more 26in. rims upon the axle of which is set the body, swung on inverted elliptical, three-leaf, springs. The centre of gravity is thus very low. A detachable top is attached for summer or winter. Although the machine is constructed in two parts, the pedicab and bicycle, a very ingenious swivel joint is provided and a lock-pin is inserted into openings—to connect them—while the swivel allows for plenty of action interval. On either side of the pin have been placed springs, probably two inches wide and three inches long, which act as shock absorbers, so that the passenger gets none of the jolts that come to the puller, while the springs permit the coach to overcome the inertia of his own person before effort is required on the other part. The nine-and-a-half foot vehicle is easily controlled by the foot-brake, which rests just as the usual bicycle handle does, but for emergencies still another brake is provided, by means of a lever just under the fingers gripping the handlebars, which, when applied, sets two clamps in the grooves of the rim of the front wheel. On the other side of the handlebar is another lever which alters the gear of the transmission to make the pedicab work easier over hills and upgrades."

SATURDAY'S PHILHARMONIC CONCERT.

Those who have not already booked their seats for the Philharmonic Society's concert this evening should do so without further delay, as we are informed that the best seats are rapidly being taken up.

An attractively printed programme giving all the words of the various items will be on sale, and copies can be obtained, beforehand, if desired, from the Anderson Music Company, where the booking plan is still on view.

The concert is expected to finish at about 11.15 p.m., so there will be no danger of missing the last train, tram, or ferry.

The members of the Philharmonic Society have been working hard, and will thoroughly deserve the success which they are anticipating as a result of their efforts to provide the Colony with high-class and popular music, worthily rendered.

CABLES.

EARLIER CABLES.
[THROUGH REUTER'S AGENCY.]MR. ASQUITH ALARMED.
EX-PREMIER ON SITUATION IN
WESTERN EUROPE.LONG SPEECHES IN THE COMMONS.
LONDON, March 27th.

In the House of Commons, Mr. Asquith asked for information regarding the situation in Western Europe, but especially regarding the reports of French organisations energetically perfecting a system of local agreements which would convert the occupied territories into a special republics presided by methods which practically gain the industries concerned and seriously impair Germany's power to stabilise her currency. He expressed disquietude lest the administration in the Saar Valley is exercising arbitrary powers unknown in democratic countries.

SEPARATIST DIFFICULTIES.

Mr. Ramsay MacDonald, replying, said that the British Government, after investigation, concluded that the agreements hitherto concluded by French and Belgian industrial organisations in the Ruhr and the Rhineland and the German industrialists did not conflict with the Peace Treaty, or the reparations settlement. There had indeed been attempts to make these agreements the occasion for a distribution of reparations settlements, concerning which the Government hitherto had successfully protested, and would continue to protest. The British Government had insisted that the Commissions and Committees established under the Treaty of Versailles should strictly confine themselves to their constitutional functions, including particularly those in the Saar and the Palatinate. The difficulties in the Palatinate were especially great as account of the separatist movements, which were supported not merely from the inside, but from the outside.

ALLIES AND "SULKY GERMANY."

Passing to the question of security Mr. Ramsay MacDonald emphasised his conviction that France would never get security by special pacts. The British Government aimed at securing the moral guarantee of a body like the League of Nations, but certain things must first be done. The question of reparations must be settled. The problem of security, in the event of a full agreement on reparations, presented very slight difficulties, but it would be very grave if it were merely an agreement between the Allies and sulky Germany. The Allies must make up their minds that Germany is bound to enter the League of Nations (Ministerial cheers). If the difficulties due to the occupation of the Ruhr are cleared up, then he would like to see an invitation signed by France, America, Italy and Great Britain to all the nations of the world to consider the whole question of disarmament. That was no mere dream, because there was a strong body of men in responsible positions throughout the world that ever before, who were anxious to support a Government which was working towards that end.

Mr. Ramsay MacDonald concluded by declaring that he was very anxious to have the question of Jubaland and the Dodecanese settled in order to remove the cause of Anglo-Italian irritation.

MR. LLOYD GEORGE ON FRENCH
"SENTIMENT."

Mr. Lloyd George complained in the vagueness of Mr. Ramsay MacDonald's statement, and he drew attention to M. Poincaré's declaration that the French troops would remain in the Rhineland until the reparations were discharged. He declared that if the Experts recommended a deduction in the amount against Germany, the statement should be all round. Mr. Lloyd George concluded by declaring that no people on earth gave away less for sentiment than the French.

DISARMAMENT CONFERENCE.

Mr. Arthur Ponsonby, Under Secretary of State for Foreign Affairs, referring to the proposal to call an international Disarmament Conference, said that the Government had such in view, but that it did not signify much whether it would be called by one or two Powers or by the League of Nations.

LATEST CABLES.

M. POINCARÉ CONSENTS.

PARIS, March 27th.
M. Poincaré has consented to reform the Ministry.

RUSSIA WILL NOT PAY.
"CYNICAL STATEMENT BY
M. ZINOVIEFF."

MOSCOW, March 27th.
A message from Moscow states that in the course of a report on the international situation to the Congress of Russian Engineers, M. Zinovieff stated that Great Britain had presented to Russia a claim for 10,500,000,000 gold roubles, excluding the three milliards representing interest on loans since 1915. He added that Russia did not intend to make concessions in this matter. She had presented a counter-claim exceeding Great Britain's demands.

CITY OF AMSTERDAM LOAN

The issue price of the City of Amsterdam Loan on March 27th was 90½.

EARLIER CABLES.

LONDON TRAFFIC STRIKE.

GOVERNMENT STEPS TO MEET
PUBLIC'S CONVENIENCE.

LONDON, March 27th.

In the House of Commons, Mr. Ramsay MacDonald announced the resumption of negotiations between the traffic disputants tonight, and that the conference had adjourned till tomorrow. He said that he had found both sides were very serious in effecting a settlement.

The Premier bewailed the fact that since the beginning of the year a whole series of industrial disputes which had been maturing for years had come to a head. The Government would do their best to meet the public convenience while the dispute lasted, and in the event of its spreading the first step would be the issue of a proclamation of a state of emergency; every hospital would be provided with facilities for bringing or taking away patients. Larger public services must be maintained, and the Government must protect those who were engaged in legal occupations. He emphasised that the Government would not act merely as a strike-breaking organisation.

VISCOUNT CURZON'S ENQUIRY.

LONDON, March 27th.

Amid Labour cries of "Oh!" and Opposition cheers, Viscount Curzon asked whether the Emergency Committee of Ministers whose establishment Mr. Ramsay MacDonald fore-shadowed yesterday had made any proposals to mitigate the hardships resulting from the tram and bus strike in London, and what the Government proposed to do to protect the public if the strike was extended, as it threatened other essential services, and whether the Government would fully protect those who were prepared to maintain these services.

Mr. Ramsay MacDonald replied that the Committee had formulated proposals, and he hoped in the public interest that the rest of the question would be postponed, as he had arranged to see all the interests concerned to-night to negotiate a certain offer.

COMMANDERING AS A WAY
OUT?

Mr. Ramsay MacDonald, after referring to various outside suggestions to come with the strike, including the flooding of the streets with soldiers, and the commandeering of employers' property and material, declared that the only rule the Government would adopt was the rule of practical convenience. It was quiet, calm action that told in the end, and the Government would do nothing to broaden or deepen existing divisions. Mr. Baldwin entirely approved the Government's foresight in making the proclamation. He hoped that later on the Government and the House would consider what was possibly the most serious question which the country had had to face, namely, how to get some kind of even temporary peace in industry that would give the country a chance of recovering itself. Mr. Lloyd George supported the suggestion as regards commandeering if insufficient voluntary assistance was forthcoming. The Premier need not imagine that this was an extreme proposal from which any section of the House would shrink if it was necessary.

FLOWERS FOR LUDENDORFF.

END OF MUNICH THEASON CASE.

MUNICH, March 27th.
After five weeks the trial of Ludendorff and Hitler has been concluded. The verdict will be given on April 1st. The accused had an ovation and were presented with flowers by the public as they left the court.

MACLAREN IN ITALY.

BRITISH WORLD-FLIER, REACHES
ROME.

CIVITA VECCHIA, March 27th.
Squadron Leader MacLaren has arrived. He will resume his flight to Rome tomorrow.

Rome, March 27th.
Squadron Leader MacLaren has arrived.

LATEST CABLES.

INTERNATIONAL RUGBY.

WALES BEATS FRANCE IN BAD
WEATHER.

PARIS, March 27th.

The International Rugby match between Wales and France took place in heavy rain before thirty-thousand spectators, Wales winning by 10 points to 6.

In a continuous downpour and a very poor light, the Frenchmen held their own in the first half, but were handicapped by the marsh-like ground. After the interval, they never looked like scoring. After fifteen minutes' play, Griffiths got the ball from a line out and dropped a beautiful goal. Then Jaurreguy secured the ball in midfield and sent Beholeguy over for an unconverted try. Following a Welsh forward rush, Joe Jones scored an unconverted try. Just before the interval, Lubin scored a try for France. At half-time the score was: Wales, 7 pts.; France, 6 pts.

After the resumption the Welsh forwards pressed heavily and after ten minutes' play, Richards scored a try. From this stage the Welsh pack dominated the game.

LATEST CABLES.

REUTER'S AMERICAN SERVICE.

TO LIMIT THE SUBMARINE.

AMERICAN SENATOR ASKS FOR A
CONFERENCE.

WASHINGTON, March 27th.

Senator Borah lodged a resolution in the Senate calling upon President Coolidge to invite such nations as he deemed wise to a combined Economic Disarmament Conference at Washington, to give special consideration to the limitation in size of submarines to 10,000 tons.

WORLD-CHESS TOURNAMENT

CAPABLANCA v. BOGOLJUBOW.

NEW YORK, March 27th.

In the ninth round of the International Chess Tournament, Capablanca defeated Bogoljubow, and Reti beat Janowsky. Alekhine and Tartakower drew, as did Marshall and Dr. Lasker. The game between Yates and Maroczy has been adjourned.

EARLIER CABLES.

HONOLULU AIR DISASTER.

THREE AMERICAN AIRMEN DIE
IN BURNING PLANE.

HONOLULU, March 27th.

The U.S. Army airmen were killed and one was injured when a Martin bomber crashed, after dropping into an air pocket and catching fire.

FEWER AMERICAN GUNBOATS
FOR CHINA.AMERICAN INTERESTS
JEOPARDIZED.

PEKING, March 19th.

Unofficial information has been received in Peking to the effect that the naval estimates presented by the Navy Department of the United States for construction during the fiscal year beginning on July 1st, which included the construction of six river gunboats for use in China waters, have been reduced by the Budget Committee, with the result that only three river gunboats are approved for operation on the rivers in China.

This intelligence has created something like consternation amongst Americans in China, as it has long been recognized that the American naval small craft have been unable to perform the duties for which they were assigned. The six river gunboats set down in the estimates were considered the minimum requirement and it is further pointed out that these were replacements, not additions, as most of the American small craft in China waters are of obsolete type and ineffective.

A TYPICAL CASE.

In support of American opinion in China as to American naval requirements there may be mentioned the particular experience of the American Presbyterian Mission at Shikling in Kwangtung. In December last this Mission was invaded by bandits who kidnapped a number of students. Protest was made by the American Consular authorities to the Canton Government and a request was made that steps should be taken to effect the rescue of the students and accord protection to the Missionaries. Nothing tangible resulted, but on February 12th the bandits returned to the mission with one of their captives, whom they placed against a wall at the entrance and shot and killed him, afterwards leaving a notice threatening to burn the mission if arrangements were not made within five days to ransom the captured students. The American Consul-General, on receipt of intelligence of this additional outrage, again took the matter vigorously up with Dr. C. C. Wu, Secretary for Foreign Affairs in the Canton Administration, and the Canton Government undertook to detail troops to protect the mission.

BRITISH AIR INVOKED.

This apparently was not regarded as satisfactory, for as the result of an understanding between the American and British Consul, H.M.S. *Robin* was sent on the fast river on February 18th because no American vessel on the South China Station was able to proceed to Shikling. The foregoing incidents illustrate the need for river gunboats in China to protect American residents, and give point to the arguments in favour of a minimum of six river gunboats.—Reuter.

KU KLUX KLAN QUARREL
SETTLED.

EX-EMPEROR'S NEW ORDER.

The rival factions of the Ku Klux Klan struck a bargain on February 12th at Atlanta, the "capital" of the Klan. In consideration of receiving \$24,000 and the residence at "Klanwood," which the Klan gave him some months ago, the Emperor Simmons, founder of the present organization of the "Knights of the Invisible Empire," gave up all his rights in the Klan, and promised to stop his legal proceedings to oust the Imperial Wizard Evans from the control of the Order. He also surrendered his claims against the Kamelita, the women's auxiliary order, which he also founded. The ex-Emperor Simmons is now at Jacksonville, Florida, where he has formed a new "Order of the Knights of the Flaming Sword," with himself at its head.

THE RETIRING CHIEF

JUSTICE.

CHINESE COMMUNITY'S TRIBUTE
TO SIR WM. REES-DAVIES.

Sir William Rees-Davies, K.C., Chief Justice of Hongkong (who is retiring shortly), was principal guest last night of the Chinese Chamber of Commerce and representative members of the local Chinese community at a banquet held at the Yee Wo Restaurant.

The following were the principal hosts: Mr. Li Po Kwai, (Chairman), Mr. H. Kwong (Vice-Chairman), Hon. Mr. E. H. Kowall, Hon. Mr. Chan Shi Ki, Messrs. Ho Fook, Ho Kam Tong, Mr. Chi Lung, Liang Tsun, Fung Ping Shun, Mok Kuei Sang, Kwok Shiu Lun, Lo Cheung Shu, Wong Kam Fok, T. N. Chan, M. K. Lo, H. K. Hung, H. K. Woo, M. W. Lo, A. E. Hall, H. C. Lyson, Sin Tak Fan, Ho Wing, Ho Leung, Chau Tung Sang, Li Yik Mui and Li Ping.

The following guests were present: H.E. the Governor attended by Capt. Neville, His Honour the Chief Justice, Sir Wm. Rees-Davies, H.E. the General Officer Commanding attended by Lieut. Scaryer, Commodore Grace and Paymaster Lieut. Comdr. Worthington, Hon. Sir Claud Severn (Colonial Secretary), Hon. Mr. J. H. Kemp (Attorney-General), Hon. Mr. A. M. Messer (Colonial Treasurer), Hon. Mr. H. T. Cressy (Director of Public Works), Hon. Mr. A. E. Wood (Secretary for Chinese Affairs), Hon. Mr. H. E. Pollock, Hon. Mr. A. G. Stephen, His Honour Mr. Justice Gompertz (Puisne Judge), Hon. Mr. E. D. C. Wolfe (Captain Superintendent of Police), Hon. Mr. P. H. Holyoak, Hon. Mr. A. R. Lowe, Mr. R. H. R. Wade, The Rev. H. Copley Moyle, Dr. G. M. Harston, Mr. R. E. Lindell, Mr. C. G. Alabaster, Mr. Eldon Potter, Mr. F. C. Jenkin, Mr. S. B. McDermott, Lieut. Comdr. C. Hake, Mr. T. M. Halseberg, Mr. H. A. Nisbet, Mr. N. I. Smith, Mr. E. W. Hamilton, Mr. A. Dyer Ball and Mr. C. D. Melbourne.

MR. KOTTEWALL'S APPRECIATION.

The Hon. Mr. R. H. KOTTEWALL said:—The Chairman, Your Excellencies, Sir William, and Gentlemen.—This is probably the largest Chinese dinner ever given in honour of a public official in Hongkong, and that fact alone is sufficient testimony of the admiration and esteem in which our retiring Chief Justice is held by the Chinese community. After a strenuous and successful career extending over the long period of about thirty-seven years, and spent in various parts of the Empire, Sir William Rees-Davies is now seeking the rest which he has so well earned, in honourable retirement. Sir William's career is as remarkable as it is distinguished. The first public office he held was, I believe, that of Justice of the Peace and Deputy Lieutenant of Pembrokehire which was for some years represented in Parliament by his father, the late Sir William Davies, and afterwards by himself. It must have been a matter of pride to our Chief Justice that in two contested elections he actively assisted his father with gratifying results, and that eventually the mantle of the father descended on the son. The ability he displayed in the House of Commons soon attracted the notice of the great Chancellor of the Exchequer, Sir William Harcourt, who made him his private secretary. A few years afterwards he was appointed Attorney-General of the Bahamas, and during this term of office he administered the Government on one occasion. He was next transferred to Cyprus as King's Advocate, and from that ancient island he came to Hongkong as our Attorney-General. Sir William seems to have shown a strong partiality for islands. Perhaps the Celtic legend of the Islands of the Blessed had attracted him to these three island-colonies.

SEVENTEEN YEARS IN HONGKONG.

It was seventeen years ago that Sir William first landed in this Colony, and six years afterwards he rose to the high and responsible position of Chief Justice here. As Attorney-General, he won the respect and confidence of the community as being a sound lawyer, scrupulously fair, patient and courteous, and wholly free from the narrow prejudices of race and class. His work on the Bench is well-known to us all. By common consent he has been a just and upright judge, skilful in discerning truth from falsehood, learned in the law, wise and firm in the use of punishment. Though he has never hesitated, when dealing with hardened criminals and brutal offences, to make the punishment fit the crime, he has also shown that he knows how to temper justice with mercy. In short, the qualities which the Chinese classic tell us are essential for a good judge, and which are embodied in the four characters printed on the front cover of the gown before you, are exemplified in the person of Sir William Rees-Davies. Hongkong has indeed been fortunate in having as his chief law officer and afterwards as the head of its Judiciary an official who has had parliamentary as well as administrative and judicial experience.

Sir William is a man of many and varied interests. Devoted to outdoor and many sports, he is a good swimmer, a keen golfer, and, in his younger days, a self-defence, and, in his younger days, a good shot. I have been told that he is also a keen Freemason, and though I do not quite know what that means, not being a Mason myself, I feel sure it must be something good. As Chairman of St. David's Society, he has entirely succeeded in keeping gallant little Wales before the Hongkong public since the Welsh Wizard went out of office. Most of us present, no doubt, still remember the distinguished part he played as Chairman of the Executive Committee for the entertainment of the Prince of Wales on his visit here two years ago. His presentation of the various personages to His Royal Highness—with that sweep of the hand which he alone knows how to make, and with that courtly and dignified bow—commanded the admiration of all the ladies present, and excited the envy of most of the men.

HIS EXCELLENCY'S TRIBUTE.

H.E. THE GOVERNOR:—In the presence of so many friends of the learned profession, I feel I am not really the right person to respond to the toast, because, as most of you know, my nature is a speech of a silent person. To make a discovery when I have attempted it. (Laughter.) I have to say that we all respect him in whose honour we are assembled here, the Chief Justice, whose services have been so well set out by Mr. Kottewall. His relations with the Chinese community have always been of the best, and he has done what we have all endeavoured to do, that is, to cultivate these relations to the utmost. (Hear, hear.) My own relations, unfortunately, are limited by my complete ignorance of the language, but they have been friendly and pleasant throughout my time here. (Applause.) I have to express my keen appreciation of the assistance given to me by Mr. Kottewall and other members of the Chinese community during my period of office.

"We thank you for your hospitality, and here, on sitting down, I would add that if the speeches had been made before dinner instead of after, we might have had something more to say. It would, at least, have been beneficial to myself. (Laughter.) As my note, gentlemen, we thank you. (Laughter.)"

CROWDED AND VARIED CAREER.

Gentlemen, such a crowded and varied career cannot, I think, but be rich in interesting experiences and interesting anecdotes, more especially that part of it spent in intimate association with Sir William Harcourt during time of political storm and stress. Would it be too bold to hope that Sir William may tell us some of them this evening, now that the responsibilities of office will soon drop from him? From his smiling face, methinks he is going to oblige us. So I must no longer keep you from the good thing that is to come, and would close by assuring Sir William once more of our profound admiration and respect. Though we shall soon part from him, his good work will live long in our memory, and will endure in the many beneficent laws which he helped largely to make during his tenure of office as our Attorney-General. We all wish him many years of retirement—years of restored health and renewed vigour, of tranquil rest and unclouded happiness. Gentlemen, I give you "His Honour Sir William Rees-Davies."

CHIEF JUSTICE REPLIES.

Sir WILLIAM REES-DAVIES, who, on rising, was greeted with prolonged applause, said that the occasion was a unique one in his life. A large gathering of Chinese gentlemen had invited him to the banquet to bid him farewell, and he took it as an appreciation of the humble services which he had rendered to the Colony for seventeen years.

TWENTY-SIX YEARS' SERVICE.

Sir William said that he extended his whole-hearted thanks to His Excellency the Governor, Sir John Fowler and his many official colleagues and personal friends. "I have," he said, "indeed lived a strenuous life. Over 26 years I have spent in the services of the Crown in the Colonies. I appreciate Mr. Kottewall's kind remarks regarding me, and, as he has said, my opening manhood years, as a helper to my father and as a Member of Parliament, were full ones. I was a Member of the House of Commons when the statutes were frequently all-night ones. When my old chief, Sir William Harcourt, was engaged on putting through his Budget of 1891, I never saw my bed until between 3 and 4 every morning! If I accept the invitation of Mr. Kottewall and attempt to relate what happened in those early days I am afraid that you, too, will enjoy an all-night sitting. (Laughter.) I will, however, indulge in a little retrospect of my official life from the start and in this Colony. And I will commence by saying that I have found that British justice is respected throughout the world." (Applause.)

KINDLY FAREWELL TO CHINESE.

Here Sir William related incidents in his career since he was appointed as Attorney-General of the Bahamas Islands, where, he said, he was allowed to indulge in private practice. After the Bahamas, he went to Cyprus, where the population was mainly Greeks and Turks. Coming to his arrival in Hongkong, Sir William told interesting reminiscences of the Chinese gentlemen who helped him in the early years of his official life in the Colony. Concluding, Sir William said that he looked to that splendid welcome extended to him showed that, in some measure, he had helped to maintain the traditions of British justice. If that was so, he was satisfied. (Applause.) "I thank you for your hospitality and good wishes. This evening will always remain in my memory as one of the great days of my life, and I take farewell of the Chinese community with sincere regret, and I wish you all prosperity." (Applause.)

HON. MR. CHAU SIU KI.

The Hon. Mr. CHAU SIU KI said:—Mr. Chairman, Your Excellencies, Sir William, and Gentlemen.—I have been asked to propose the toast of our great guest, and it really gives me very great pleasure to do so; but, not having the gift of a silvery tongue like that of my honourable friend Mr. Kottewall, I think it wise to be as brief as possible. It is most gratifying that on the occasion of our bidding good-bye to His Lordship, the Chief Justice, His Excellency the Governor and so many distinguished personalities should honour us with their presence, to all of whom we extend a very hearty welcome. Their pleasant company is the very essence of the evening's success, and what I am particularly happy to witness is that feeling of good fellowship and goodwill, which is apparent all round, and I am confident in saying that this is but a further proof of the sincere friendly relationship always existing between the European and the Chinese sections of the community in this Colony. I hope and believe this bond of happy friendship will be maintained and strengthened as the years go on. I now ask my fellow-hosts to rise and join me in drinking to the health of our other guests coupled with the name of His Excellency the Governor.

HIS EXCELLENCY'S TRIBUTE.

H.E. THE GOVERNOR:—In the presence of so many friends of the learned profession, I feel I am not really the right person to respond to the toast, because, as most of you know, my nature is a speech of a silent person. To make a discovery when I have attempted it. (Laughter.) I have to say that we all respect him in whose honour we are assembled here, the Chief Justice, whose services have been so well set out by Mr. Kottewall. His relations with the Chinese community have always been of the best, and he has done what we have all endeavoured to do, that is, to cultivate these relations to the utmost. (Hear, hear.) My own relations, unfortunately, are limited by my complete ignorance of the language, but they have been friendly and pleasant throughout my time here. (Applause.) I have to express my keen appreciation of the assistance given to me by Mr. Kottewall and other members of the Chinese community during my period of office.

"We thank you for your hospitality, and here, on sitting down, I would add that if the speeches had been made before dinner instead of after, we might have had something more to say. It would, at least, have been beneficial to myself. (Laughter.) As my note, gentlemen, we thank you. (Laughter.)"

FAR EASTERN CABLE

NEWS.

[THROUGH REUTER'S AGENCY.]

MR. BRUCE ON SINGAPORE.

ABANDONMENT WOULD PREJUDICE
PEACE.

MELBOURNE, March 27th.

In the House of Representatives, Mr. Bruce, the Federal Premier, reviewed the work of the Imperial Conferences. He emphasised Australia's determination to have a voice in the framing of foreign policy while remaining within the Empire. He considered it incomprehensible that some members should regard the Singapore Base as unnecessary. He himself was convinced that the abandonment of the Base would seriously prejudice peace. Its construction would strengthen the League of Nations. He was confident that the House of Commons would ultimately give a decision based on the needs of the whole Empire. The Government, however, did not intend to take any alternative action towards the provision of a naval base, although if Mr. Ramsay MacDonald's Government's views were not modified, it would be necessary for the Australian Government to consider action, and provide what it believed to be absolutely vital and essential. "If we cannot look to Great Britain, we must look to ourselves," Mr. Bruce remarked.

"SHANGHAI TIMES" FIRE.

TOTAL LOSS AMOUNTS TO FOUR
MILLION TAELS.

SHANGHAI, March 27th.

The Shanghai Times building was completely gutted by a fire which broke out last evening. (This was exclusively reported in the *Hongkong Daily Press* yesterday morning.) The upper part of the building, which was used as a godown, contained silk valued at Tls. 3,000,000. The total damage is estimated at Tls. 4,000,000.

TONGSHAN MINE RESCUES.

TSIENTSIN, March 27th.

Three miners have been rescued from the Tongshan mine.

RUBBER PRODUCTION AND
CONSUMPTION.

LONDON, March 27th.

Mr. C. Heath Clark, who presided at the meeting of the United Serdang Rubber Plantations said he estimated the exportable production of crude rubber for the year 1923 at 570,000 tons, and the world's consumption at 405,000 tons. He estimated production in 1924 at 580,000 to 600,000 with a consumption of 420,000 tons.

RUSH FOR SIAMESE LOAN.

LONDON, March 27th.

The Siamese Loan has been largely oversubscribed.

BY COURTESY OF THE "DAILY BULLETIN," I

"TSIENTSIN RACE CLUB."

INTERPRETATION OF "CHINA PONY."

TSIENTSIN, March 27th.

At a meeting of the Tsientsin Race Club, held this evening, a resolution was passed instructing the Inspection Committee to interpret the "type of pony not customarily bred in China, Mongolia and Manchuria" in drastic manner, and to rigidly exclude all animals showing any trace of cross-breeding with horses, thus making a bye-law similar to the one recently passed at Shanghai, but with this difference, that "in a case of doubt a two-thirds majority must favour passing the pony before it is eligible to race."

CAPTIVE JAPANESE OFFICERS.

PEKING, March 27th.

The Japanese Consul and the Peking delegate General Tan Hsi Mou at Hsinking, near the Szechuan-Kweichow border, and discussed the question of liberating the two Japanese officers.

As a result of the discussion, it seems likely that their release will soon be effected.

SINO-RUSSIAN NEGOTIATIONS.

PEKING, March 27th.

Dr. Wellington Koo attended a Cabinet meeting this morning, and reported on M. Karakhan's Note, on which there was some discussion, but there was no important development.

The Chinese Press and Parliament, and also Loyang, are showing an increasing desire for the recognition of Russia, but the Government does not appear inclined to alter its attitude. It was reported yesterday that M. Karakhan will probably leave Peking as a result of his Note, but this view is officially deprecated, and it is emphasised that the Government will spare no efforts towards a resumption of the negotiations, and if these are not successful it will not be the Chinese Government's fault.

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"We thank you for your hospitality, and here, on sitting down, I would add that if the speeches had been made before dinner instead of after, we might have had something more to say. It would, at least, have been beneficial to myself. (Laughter.) As my note, gentlemen, we thank you. (Laughter.)"

READY TO-DAY.

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AN "EXTREMELY USEFUL" BOOK.

Writing from Singapore, under date March 21st, 1922, Sir Godfrey Thomas, Private Secretary to H.R.H. THE PRINCE OF WALES, says:—

Sir,—I beg to acknowledge the receipt of your letter of the 23rd instant and am desired by the Prince of Wales to thank you for the copy of the 60th annual edition of "The Directory & Chronicle for China, Japan, the Straits Settlements, etc., etc.," which His Royal Highness has been pleased to accept, and which will be extremely useful during the remainder of the tour.

The Managing-Editor,
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Yours faithfully,
GODFREY THOMAS,
(Private Secretary.)

NO NEED TO SNOORE.

A French scientist is reported to have discovered after years of research a remedy for snoring. He finds that this objectionable performance is the result of a narrowing of the passages between the nose and the throat, and adds the corollary that the condition is more common in country dwellers.

It is remarkable that it should have been found necessary to broadcast such a finding after the propaganda work which has been undertaken during the past few years. But the idea still persists that snoring is a habit dependent upon want of control on the part of the performer.

Snoring is caused by the vibration of the soft palate when a sleeper lies with his mouth open. The open mouth is usually due to some form of nasal obstruction preventing ordinary quiet nasal breathing. The attention of the medical profession has been directed to the cure of such a condition for at least 30 years.

The closing of the nasal passages may be a temporary condition; for example, an ordinary cold, or of a more permanent nature where there is chronic catarrh, a twisting of the central portion of the nose occluding one nostril, hypertrophy of the bones in the inner nose, or, most common of all, blocking of the back of the nose by adenoid growths.

This interference with nasal breathing is more common than is generally supposed. About one child in every three suffers from nasal obstruction at some stage of its career.

But in this country there is little evidence to support the statement that mouth-breathing is the particular sin of the town dweller.

Arguing from first principles, it would seem that chronic catarrh would be more common among those who breathe air loaded with particles of dust, but analysis of the figures published in the reports of the chief medical officer to the Board of Education demonstrates that nasal obstruction is as common among country children as it is among those who grow up in towns.

Removal of the obstruction will bring about quiet sleep for the snorer in most cases, but cure exercised during childhood will usually prevent the conditions from arising. Thorough cleansing of the nasal passages in infant days, early instruction in nose blowing, the abolition of the dummy, and thumb sucking, which encourage breathing through the mouth, will prevent nature from closing passages for which no useful purpose has been found.

TOO EASY DIVORCES.

American divorcees in Paris will no longer be simple affairs, as in the past (writes the *Daily Telegraph's* correspondent). When Americans wanted to get rid of their matrimonial yokes they repaired here in streams and found the freedom they sought with the minimum of trouble. The Paris Courts obtained an unenviable reputation for effecting lightning divorces, but French justice, far from being flattered, has found it necessary to overhaul the machinery which worked too freely in the interest of certain American society people. All is changed by the latest decree issued by the Minister of Justice. In future the French Courts will only grant divorces on grounds that are admissible by the home States of the applicants, and the judgments must be accompanied by the publicity of that State. As a result of the decree, forty American applications for divorce have been withdrawn since December. Last month there were forty-eight applications awaiting the signatures of judges. As showing the effect of the intention to insist on the six months' residence in Paris of applicants for divorce, it has to be noted that at the present moment there are only six American divorce applications pending. But probably more effective as a deterrent to quick divorces is a law which came into operation yesterday. This provides that in all cases of abandoning a family as grounds for divorce "the guilty defendant must be fined and given at least three months in jail." In this connection it has to be stated that it is the experience of High Court officials that nine out of ten American divorcees granted here have been on grounds of declining to resume marital relations, and this, under French law, constitutes technical abandonment.

NEWEST FLATS DE LUXE.

Before very long I believe nearly large West End house will be converted into flats.

This remarkable vision of a London of flat-dwellers was conjured up to the *Weekly Dispatch* by Mr. G. W. Rutt, a director of Hampton and Sons, estate agents. It was the result of the announcement of the conversion of three houses in Carlton House-terrace into flats.

Carlton House-terrace is one of the most exclusive thoroughfares in London. Among the present tenants are: Lord Curzon, Lord Revelstoke, The Duke of Roxburghe, Viscount Cowdray, Lord Londale, Major J. J. Astor, Sir John Leigh, Sir Robert Haldiff, Sir Philip Waterlow, Lady Mount Stephen, Lady Herbert, Lady Curzon.

"It is all a question of economy," went on Mr. Rutt. "People are finding the expense of a large country house and a town residence too much. A good service flat caters for their every need, and when they want to entertain they can do so at the hotels and save money."

"The flats in Carlton House-terrace will be expensive—the cheapest being £1,000 a year, with a premium of £1,000. Larger flats will run into £2,000 a year with premiums varying from £1,000 to £5,000. At the moment Nos. 19 and 20 are in process of conversion, and it is possible that No. 8, sold recently by Lord Brownlow, will be treated likewise."

"Were it not for the fact that the terms of the lease prevent it, many well-known houses in fashionable London would already have been transformed into flats de luxe."

Much matrimonial looking can be avoided by separating the sleeping and dressing accommodation.—Mr. Percy F. Burnett.

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VICTORIA, SEATTLE, TACOMA & VANCOUVER via Shanghai and Japan Ports.	
"BORNEO MARU"	13th
"ANNAN MARU"	15th
"ALABAMA MARU"	Sunday, 13th Apr.
NEW YORK via Japan Ports, San Francisco and Panama.	
"HAWANA MARU"	Beginning of May.
JAPAN PORTS—Moji, Kobe, Osaka, Yokkaichi and Nagoya.	
"ALPS MARU"	Wednesday, 2nd Apr.
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THE LOG OF THE "CUTTY SARK."

HISTORIC FEATS AND QUAIN FACTS.

The *Cutty Sark*, famous the world over for her sailing feats as a tea and wool clipper, is now lying at Falmouth, the cynosure of many admiring eyes, being rigged according to her original sail and spar plan. This fact lends additional interest to the publication of "The Log of the *Cutty Sark*," by the well-known nautical author Mr. Basil Lubbock (James Brown & Son, Glasgow). Mr. Lubbock has written so much of the old clippers, and brought to bear on his subject so much experience and research, that he can be accepted as a recognized authority. In the compilation of this book he has had access not only to her log-books, but also the captain's abstracts, and the advantage of information received from those who served in her and on board her famed rivals.

BEAT P. & O. MAIL STEAMER.

One of the records of the *Cutty Sark* was beating the new P. & O. mail steamer *Britannia* in 1880. Capt. Woodget, the skipper, in his log, related:

We were rounding Gable Island to signal, when the P. & O. *Britannia* came inside of us, but we beat her into Sydney. The *Cutty Sark* ran from Cape Otway in 40 hours, or at the rate of 14½ knots per hour.

Britannia, it has to be remembered, was cock of the walk from London to Sydney. She was beaten in a strong southerly breeze, and *Cutty Sark* was then under mizzen top-sails, the main including royal, except the main-ship, which was furled, and all sail on the fore except the royal. *Britannia* was, at the time, steaming 15 knots, and *Cutty Sark*'s land bearings showed her to be making something in the region of 17 knots per hour.

Curiously enough, in the following year the *Cutty Sark* also beat the mail boat in the run from Cape Otway to Sydney Heads, which she made in the day 22 hours, or on an average of 14½ knots. Even in 1894, on her last voyage under the Red Ensign, I find an example of the *Cutty Sark* out-running a steamer.

The records of the clipper passing other sailing ships are "so monotonously the same," and during Capt. Woodget's command there were only two instances of another ship passing *Willis's* clipper:

(1) When the *Cutty Sark*, bound to Shanghai, was loaded very deep with scrap iron, one of Smith's smart little clippers, flying light, passed her in the light airs of the Java Sea.

(2) On her last homeward bound voyage, also in a very light wind, when her copper was "hanging all in rags," the *Torndon*, which was nothing like so fast in any wind, gained six miles in a many hours.

SKIPPER AFRAID OF HER SPEED.

There are entertaining instances from eye-witnesses of the way the *Cutty Sark* passed other vessels. John Rennie, designer of her sail plan, stated:

So far as available printed records go to show, at the time she was built, there was no ocean-going vessel afloat, steam or sail, either in the mercantile or naval services, which could keep abreast of her in a good, strong, steady breeze of wind.

Like a woman this old greyhound had her moods, her days of sweet reasonableness, and her days of bad temper and sulks. Again, she has her likes and dislikes, being responsive to every action of one man, whilst to another she will prove as obstinate as a jibbing horse.

One or two of her skippers, the author states, were afraid of her—afraid to let her go in head winds. Her two most fearless drivers were Wallace and Woodget, who both realized her extraordinary capacity to stand hard driving, and boldly took every advantage of it. Woodget, indeed, never gave in to all his ten years of command, and he once stated, "The *Cutty Sark* was a wonderful runner; she was never pooped and kept wonderfully dry all the time. I always ran everything out. In the racing days, he added, he was accustomed to go about in carpet slippers, and rarely got out of the British flag, and that was due to the carelessness of her mate. She was going along close-hauled in the racing days, when the wind shifted on to the quarter. It was night time, and Capt. Woodget was below. Within a fortnight of her dismasting she made a run of 313 miles, under a main-sail and fore lower topsail, and a week later ran 330 miles before a moderate southerly gale.

LOST THREE RUDDERS.

The *Cutty Sark* has lost three rudders. (1) Off the Cape, in her celebrated race with *Thermopylae*.

(2) Under the Portuguese flag during a West Indian hurricane, a new one being fitted at Key West in 1909.

(3) Carried away on June 10th, 1915, when four days out from Lisbon for Mosmedes, which she reached under jury-rudder.

In her racing days she spread as much canvas as a 1,500-ton ship (her tonnage was 921), but she was so fine that she required 400 tons of ballast to keep her upright with an empty hold, and when this was neglected once in London Docks, she went over, putting her yards through the freight sheds. As to her cargoes, she must have carried every product of the British Isles at one time or another, from pianos to lead pipes, coarse soda to Portland cement, wire to cart wheels, cottons and tweeds to hops and matches.

Her tea cargoes averaged about 1,250,000 lbs., and her largest cargoes of wool were 4,576 bales (in 1891), loaded in eight working days, a record, which gave her a draft of 19½ sin. mean and 5,010 bales. This latter cargo worked out at just over two million lbs., and it was worth about £100,000. Her freight came to £24,000.

The *Cutty Sark* made some magnificent passages up and down the Channel, once taking only 24 hours from Start Point to the anchorage off Southend Pier, and, when 25 years old, she was so staunch that on some voyages the pumps never wanted to be used, and the cargo would come up without a stain upon the bales.

NOW SHE GOES UP NEXT.

The *Cutty Sark*'s present figure-head is always being photographed at Falmouth, but it is not her original one. Her name is taken from Burns' "Tam o' Shanter."

Where'er to drink you are inclined,
Or *Cutty Sark* run in your mind—
Think, you may buy the joys over dear;
Remember Tam o' Shanter's mare.

Cutty Sark was the short chemise of the hardy witch, Nannie. She carried a guided shirt on her main-truck, and her story was skillfully carved upon her bow and counter, and Nannie, with flying locks and scanty chemise, formed the figure-head. When the *Cutty Sark* was in port it was the custom to get a long horse's tail, and put it in Nannie's hands in order to represent the old mare's tail. The golden shirt, presented after her defeat of *Thermopylae* in 1883, was still about when the *Cutty Sark* was in port on the side of the Cape in 1917. "Some day, perhaps, it may be washed ashore on the Cape Coast, when it will certainly mystify those who find it."
All these are only a few of some thousands of fascinating and dramatic details collected about the historic clipper, and as there are 60 illustrations, the book's value and interest are of the highest.

A WASTE OF GOOD FOOD.

In many countries during the Great War, it was made a criminal offence to waste food. War or no war, no right-minded individual ever does wilfully waste good food, but a great many of us do waste it, in spite of ourselves.

Any of the food we eat, which is not thoroughly digested and assimilated, is wasted, and this waste occurs whenever our principal organs of digestion—the stomach, liver and bowels—lose their tone, and with it the power to do their work efficiently.

The immediate consequences often include pain after eating, flatulence, acidity, headache, biliousness, constipation and other disagreeable signs that our digestive system is out of order. Later, just because we are not obtaining full value from the food we have eaten, we begin to lose our strength and energy.

All that is necessary to banish these troubles and prevent their return, is to restore the digestive organs to thorough, natural, working order, and for this purpose no medicine is so sure or so well recommended as the world-famous and reliable digestive tonic, Mother Seigel's Syrup. For over fifty years this medicine has been the tried and true friend of all who suffer from stomach and liver troubles. This popular remedy is prepared from the medicinal extracts of more than ten different roots, barks and herbs, which in combination have a remarkably beneficial effect upon the digestive organs.

Mother Seigel's Syrup tones and strengthens the stomach, stimulates the liver and bowels, restores the bowels to healthy activity, thereby ensuring, in a natural way, complete digestion and assimilation of food. Appetite improves, food is again eaten and enjoyed, and you wake up in the morning feeling fresh and ready for your work.

In every part of the British Empire, Mother Seigel's Syrup is regularly taken and recommended by those who know its sterling worth, and have experienced for themselves what benefits are derived from its use. Thousands of such people take a dose of the Syrup regularly, after each of the principal meals of the day, and they say they owe to this simple precaution their freedom from indigestion, their energy and good health.

There are certain imitations of Mother Seigel's Syrup upon the market, but no imitation possesses the medicinal value which has made the Syrup for fifty years the most popular remedy for indigestion in the world.

—R. 284

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATION.	
MANILA	"SUITSANG" Saturday, 29th Mar., 11 a.m.
TIENTSIN	"CHIPSANG" Saturday, 29th Mar., Noon.
SHANGHAI via SWATOW	"YATSHANG" Sunday, 30th Mar., 1 a.m.
HAIPHONG via HOIHOW	"LEESANG" Sunday, 30th Mar., 10 a.m.
BANGKOK via SWATOW	"HOPSANG" Tuesday, 1st Apr., 10 a.m.
TSINGTAI via SWATOW	
SHANGHAI	"WOSANG" Wednesday, 2nd Apr., 7 a.m.
SANDARAN	"HINSANG" Wednesday, 2nd Apr., 1 p.m.
STRAITS & CALCUTTA	"FUOKSANG" Wednesday, 2nd Apr., 3 p.m.
SHANGHAI via SWATOW	"FAUSANG" Friday, 4th Apr., 7 a.m.
MANILA	"YUENSANG" Saturday, 5th Apr., 11 a.m.
SHANGHAI via SWATOW	"WAISHING" Sunday, 6th Apr., 7 a.m.
KOBE via SHANGHAI	"KUTSANG" Wednesday, 9th Apr., 7 a.m.
KOBE via MOI	"LAISANG" Friday, 18th Apr., 7 a.m.
KOBE via SHANGHAI	"HOSANG" Friday, 25th Apr., 7 a.m.

CALCUTTA LINE.—This line now affords regular sailings to Calcutta, Penang and Singapore; returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai.

SHANGHAI LINE.—Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued to all Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Saturday, at 11 a.m.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Hoihow both ways.

BORNEO LINE.—Fortnightly sailings to and from Sandakan by two 5,000-ton steamers, "HINSANG" and "MAUSANG," both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Datan.

TIENTSIN LINE.—A regular service is run from March to November between Hongkong and Tientsin, occasionally calling at Weihaiwei and Chefoo.

BANGKOK LINE.—A weekly service is provided between Hongkong and Bangkok via Swatow by five steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE

S.S. "FOOKSANG" will be despatched on or about

Wednesday, 2nd April, 3 p.m., for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, MADRAS, PORT SWETTENHAM and DUTCH EAST INDIES.

For Freight or Passage apply to—

JARDINE, MATHESON & CO., LTD.,

GENERAL MANAGERS.

Telephone No. CENTRAL 215.

GLEN AND SHIRE

JOINT SERVICE OF STEAMERS.

U.K.-STRAITS, CHINA & JAPAN SERVICE.

OUTWARDS

HOMEWARDS

Vessel	Due Hongkong	Vessel	Leaves Hongkong	Discharge
"GLENHANE" (10 a.m.)	29th Mar.	"PEMBROKESHIRE"	2nd Apr.	London, Rotterdam & Hamburg.
"GLENGARRY"	17th Apr.	"GLENOGLE"	2nd Apr.	London, Rotterdam & Hamburg.
"GLENGAMMOY"	4th May			
"GLENAPP"	15th May			

Movements are subject to change without notice.

For Freight or further Particulars, please apply to—

JARDINE, MATHESON & CO., LTD.,

THE GLEN LINE, LTD., AGENTS.

Telephones: Central No. 215, 216, 217, and Central 359.

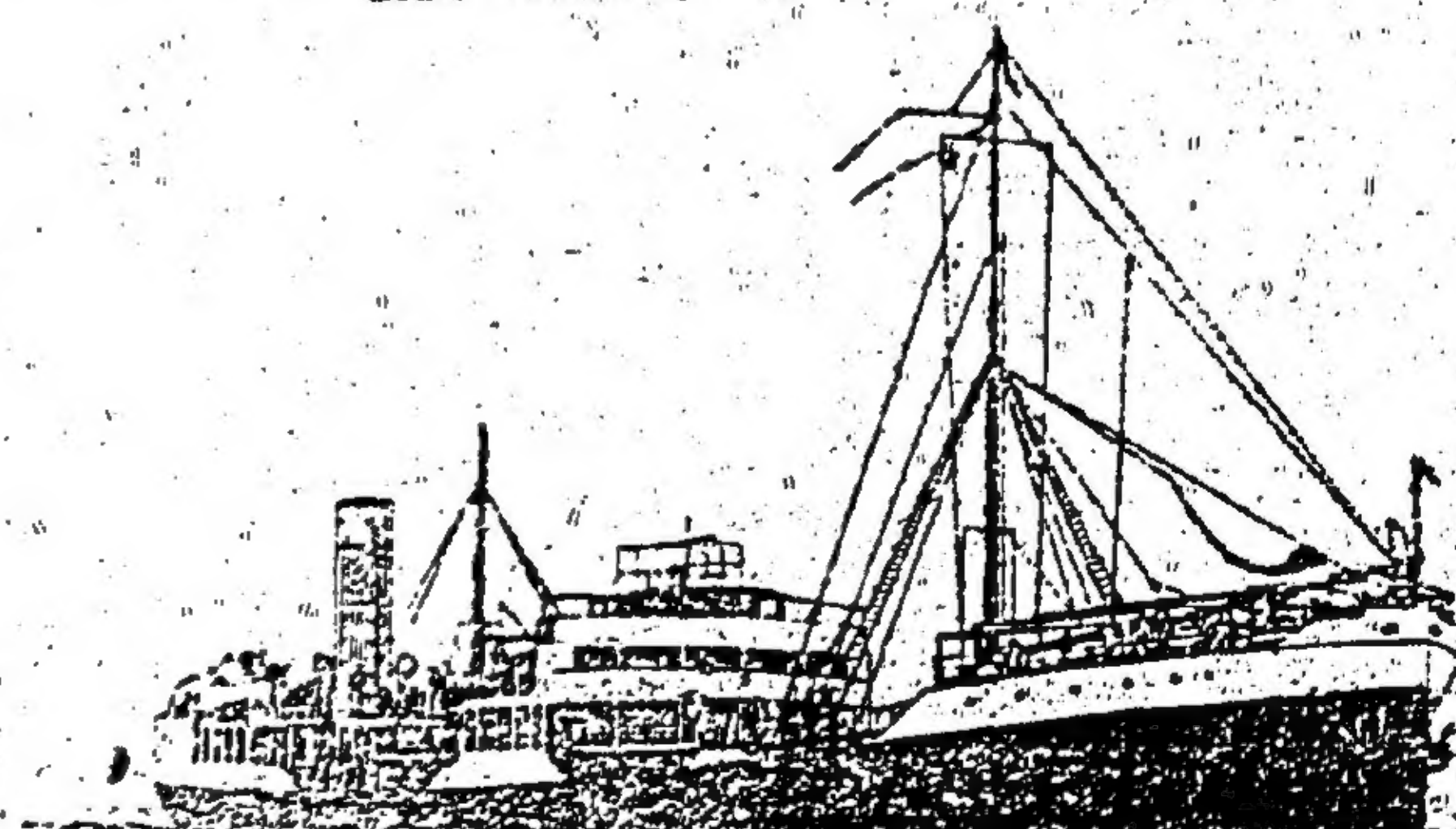
THE HONGKONG & WHAMPOA DOCK Co., LTD.

TELEGRAPHIC ADDRESS: "MANIFESTO," HONGKONG.

Codes Used: AL A.R.C. Fifth Edition; Engineering: First and Second Edition.

Western Union and Watkins, Messrs. Marconi.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and Brass Founders, Forge Masters, Electricians.



OIL TANK STEAMER "PALUDINA"

427' 6" x 51' 3" x 21' 0" 8,400 tons d.w. x 2,100 H.P.

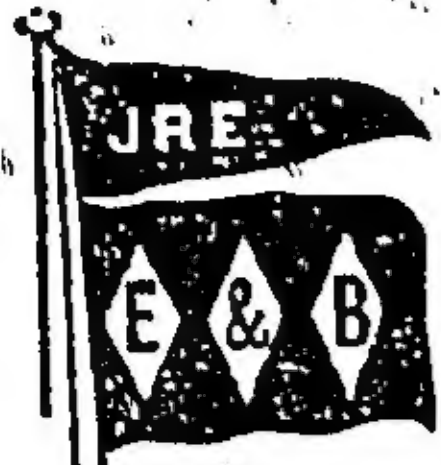
Built by THE HONGKONG & WHAMPOA DOCK CO., LTD., at KOWLOON DOCKS to the order of THE ANGLO-BAXON PETROLEUM CO., LTD., being one of four similar vessels built at these WORKS to the same order.

Please address enquiries to the Chief Managers:

R. M. DYER B. SO., M.I.N.A., Kowloon Dock, Hongkong.

ELLERMAN

BUCKNALL



STEAMSHIP

COMPANY, LTD

PROTECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

"CITY OF YORK" 29th March Mars, L'don, Dunkirk & R'dam.
 "CITY OF CAIRO" 18th April Mars, L'don, R'dam & Hamburg

PASSENGER SERVICE

"CITY OF YORK" 29th March Marseilles, London, etc.
 "CITY OF CAIRO" 18th April Do

FARES TO LONDON.

3rd Class 1st Class "A" 2nd Class "B" 3rd Class "A" 2nd Class "B"
 RETURN "A" 161. "B" 147. "A" 108. "B" 98.
 Cargo Steamers, Saloon Passage £62.

NOTE—Particulars of Charge of Passage Rate by Cargo Steamers.

For further particulars apply to—

THE BANK LINE, LTD.

(Tel. Central 780).

to HOLYOAK, MASSEY & Co, Ltd., CANTON.

BOSTON AND NEW YORK

Joint Service of the

"BLUE FUNNEL" LINE

(OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.)

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

"CITY OF BRISTOL" via Suez Canal 1st Apr.
 "ATREUS" via Suez Canal 11th Apr.
 "KNARPSRO" via Suez Canal 21st Apr.
 "KEEMUN" via Suez Canal 1st May.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For Freight and Particulars, apply to—

BUTTERFIELD, SWIRE OR THE BANK LINE, LTD., HONGKONG.
 HONGKONG AND CANTON. HOLYOAK, MASSEY & Co, LTD., CANTON.

M.

MESSAGERIES MARITIMES

M.

SERVICES CONTRACTUELS

Mail Steamers.	Next Sailings from Marseilles.	For Arr. at Hongkong and Sailing for Shanghai and Japan.	From Hongkong for Marseilles.
PORTHOS	—	—	30th Mar.
AMAZON	—	—	13th April
ANGOR	—	—	27th April
CHAMBER	—	—	11th May
PAUL LECAT	20th Mar.	21st Apr.	18th May
ANDRE LEBON	27th Mar.	30th Apr.	25th May

RATES OF PASSAGE MONEY TO MARSEILLES.

(Including Table Wine and Free Doctor's Attendance).

A Class 1st Class £ 55. 0s. 0d. B Class 1st Class £ 53. 0s. 0d.
 2nd Class £ 48. 0s. 0d. 3rd Class £ 40. 0s. 0d.

Through Tickets to London and Leaving Towns of Europe.

Accommodation reserved in the Trains at Marseilles.

LIGNE COMMERCIALES (Cargo Boats).

"DR. P. BENOIT" leaving for MARSEILLES, HAVRE, ANVERS
 & DUNKIRK about the 2nd half of April.

"CAPITAINE FAURE" from DUNKIRK, LONDON & HAVRE is due to arrive about the 27th of March.

Sailings subject to alteration without notice.

For full Particulars apply to—

MESSAGERIES MARITIMES CO.,

1, Quai de Commerce.

Telephone Central 740.

CONSIGNATION—TRANSIT—REPRESENTATION.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in staterooms, Saloons and Excellent cuisine.

FOR

SWATOW, AMOY & FOOCHOW

AND RETURN

(Occupying 9 or 10 Days)

HAIPHONG Capt. W. S. Turnbull Tuesday, 1st Apr. at 1 p.m.
 HAICHONG Capt. A. H. Stewart Friday, 4th Apr. at 1 p.m.
 HAIPHONG Capt. Ellis Walker Tuesday, 6th Apr. at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage apply to—

DOUGLAS LARPAK & CO.,

General Manager.

JAPAN COAL

AND

GENERAL IMPORTS & EXPORTS

AGENTS FOR—

THE MITSUBISHI MARINE & FIRE INSURANCE CO.
 THE OSAKA MARINE & FIRE INSURANCE CO.

MITSUBISHI SHOJI KAISHA

(MITSUBISHI TRADING CO., LTD.)

HEAD OFFICE—TOKIO.

No. 14, PEDDER STREET HONGKONG

P. & O. British India

Apcar and

Eastern & Australian

Lines

(COMPANIES Incorporated in ENGLAND)

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES.

MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING

NEW ZEALAND & QUEENSLAND PORTS, RED SEA,

EGYPT, ETHIOPIA, ETC.

PENINSULAR AND ORIENTAL FORTNIGHTLY

DIRECT ROYAL MAIL STEAMERS.

(Under Contract with H.M. Government.)

S.S.	Tons	From Hongkong (about)	Destination
"PERIM"	7,648	29th Mar. Noon	Singapore & Bombay.
"JEYPORE"	5,318	3rd Apr.	Spore, Penang, Colombo & B'way.
"KHYBER"	9,014	10th Apr.	Marseilles, London & Antwerp.
"LAHORE"	5,252	11th Apr.	Singapore & Bombay.
"PADUA"	7,907	18th Apr.	Spore, Penang, Colombo & B'way.
"NELLORE"	5,533	17th Apr.	Mars, L'don & Antwerp & B'way.
"CHINA"	7,932	19th Apr.	Marseilles, London & Antwerp.
"SUDDAN"	6,696	26th Apr.	Spore, Penang, Colombo & B'way.
"KALYAN"	9,118	3rd May	Marseilles, London & Antwerp.
"PLASSY"	7,426	17th May	do.
"KASHMIR"	8,953	21st May	do.
"SICILIA"	8,813	25th May	Spore, Penang, Colombo & B'way.
"KHIVA"	9,097	31st May	Mars, London & Antwerp.
"KASGAR"	8,810	14th June	Mars, L'don & Antwerp.
"SUDDAN"	6,696	21st June	Spore, Penang, Colombo & B'way.
"MOREA"	10,911	28th June	Mars, L'don & Antwerp.
"KARMALA"	9,098	12th July	do.
"SICILIA"	8,813	21st July	Spore, Penang, Colombo & B'way.
"MALWA"	10,911	28th July	Mars, L'don & Antwerp.
"DEVANHA"	8,072	9th Aug.	do.
"KASHMIR"	10,902	12th Aug.	do.
"KASHGAR"	8,810	6th Sept.	do.
"KASHMIR-HIND"	11,430	30th Sept.	do.
"KASHMIR"	8,953	4th Oct.	do.

BRITISH INDIA-APCAR SAILINGS

"TORILLO"	5,205	6th April	Singapore, Penang, Colombo.
"TALMA"	10,000	13th April	do.
"JAPAN"	6,052	29th April	do.
"TAKADA"	8,948	25th May	do.

EASTERN AND AUSTRALIAN SAILINGS (South)

"ARAFURA"	6,030	2nd Apr. 10 a.m.	Mealla, Sandakan, Thursday Island, Port Moresby, Brisbane, Sydney & Melbourne.
"ST. ALBANS"	4,501	30th Apr.	do.
"KASHMIR"	4,930	28th May	do.

Frequent connections from Australia with the following—

The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vanuatu, the E. & O. Royal Mail Steamers to London via Suez Canal, San Francisco, etc.

The E. & O. Branch Service of Steamers to London via the Cape.

The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

"SUDDAN"	6,696	4th Apr.	Shanghai.
"KASHMIR"	8,953	8th Apr.	Shanghai, Moji & Kobe.
"ST. ALBANS"	4,501	8th Apr.	Moji & Kobe.
"GOGRA"	5,151	7th Apr.	do.
"PLASSY"	7,426	18th Apr.	Shanghai, Moji & Kobe.
"KHIVA"	9,097	21st May	do.
"EASTERN"	4,930	24th May	Moji & Kobe.
"TAKADA"	8,948	25th May	do.
"SICILIA"	8,813	13th May	Shanghai.
"KASGAR"	8,810	18th May	Shanghai, Moji & Kobe.
"TORILLO"	5,205	30th May	Moji & Kobe.
"MOREA"	10,911	30th May	Shanghai, Moji & Kobe.
"ARAFURA"	6,030	7th June	Moji & Kobe.
"SUDDAN"	6,696	11th June	Shanghai.
"KARMALA"	9,098	13th June	Shanghai, Moji & Kobe.
"MALWA"	10,911	27th June	do.
"ST. ALBANS"	4,501	5th July	Moji & Kobe.
"SICILIA"	8,813	10th July	Shanghai.
"DEVANHA"	8,072	11th July	Shanghai, Moji & Kobe.
"MANUVA"	10,912	23rd July	do.
"EASTERN"	4,930	2nd Aug.	Moji & Kobe.
"KHYBER"	9,014	8th Aug.	Shanghai, Moji & Kobe.
"KASHMIR-HIND"	11,430	31st Aug.	do.
"KASHMIR"	8,953	7th Sept.	Moji & Kobe.
"ARAFURA"	6,030	6th Sept.	Shanghai, Moji & Kobe.
"KASHGAR"	8,810	3rd Oct.	do.
"ST. ALBANS"	4,501	4th Oct.	Moji & Kobe.
"MALWA"	10,911	18th Oct.	Shanghai, Moji & Kobe.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on-coming steamer.

First Saloon Passengers may travel by B.T.S.N. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section in their P. & O. Tickets, Singapore to Colombo.

All Calcutta are fitted with Electric Fans free of charge.

Parcels Measuring not more than 2 1/2 ft. x 2 1/2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For further Information, Passage Fares, Freight, Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.

Des Voeur Road Central, HONGKONG.

Agents.

COMPANIA TRASATLANTICA DE BARCELONA

Spanish Royal Mail Line

For MANILA, SINGAPORE, COLOMBO, SUEZ, PORTSAID,

BARCELONA and other SPANISH PORTS.

S.S. "LEGAZPI" 2nd Apr.

S.S. "C. LOPEZ Y LOPEZ" 17th May.

For SHANGHAI and JAPAN PORTS.

S.S. "C. LOPEZ Y LOPEZ" 28th Apr.

The steamers of this Company are all classed 100 A1 at Lloyd's and are fitted with every modern convenience for the comfort and safety of the passengers.

Stewards and Doctor carried.

For Freight and/or passage apply to—

O. D. BARRETTO.

28, Central Avenue, E.C., CANTON.

BOELHO BROS.

Alexandre Building, Hongkong.

PRINCE LINE FAR EAST SERVICE

Regular sailings to Boston and/or New York by fast freight steamers.

For BOSTON

and

NEW YORK



S.S. "MOORISH PRINCE".....expected 31st March, sailing 1st April.

For Freight and Full Particulars, apply to—

FURNESS (FAR EAST) LIMITED.

Telephone: Central 312.

Telegrams (Furness)

(Incorporated in Great Britain)

St. George's Building

CHINA NAVIGATION CO., LIMITED.

SAILINGS, SUBJECT TO ALTERATIONS.

Ports	Steamers	Date of Departure	D.L.
SHANGHAI	"SUNNING"	On 30th Mar.	D.L.
SWATOW & SHANGHAI	"HANYANG"	On 30th Mar.	10 a.m.
AMOY & SHANGHAI	"SUIYANG"	On 1st Apr.	3 p.m.
SWATOW & BANGKOK	"KALGAN"	On 1st Apr.	4 p.m.
AMOY, SWATOW & SINGAPORE	"TAIYANG"	On 1st Apr.	4 p.m.
WEIHAIWEI, CHEFOO & TIENTSIN	"SOOCHOW"	On 2nd Apr.	D.L.
SWATOW & SINGAPORE	"KWEIYANG"	On 2nd Apr.	2 p.m.
SWATOW & SHANGHAI	"KANGHONG"	On 3rd Apr.	10 a.m.
SHANGHAI & TSINGTAO	"LIANGHONG"	On 8th Apr.	D.L.
SHANGHAI	"SZECHUEN"	On 8th Apr.	D.L.
SWATOW & SHANGHAI	"TIENTSIN"	On 8th Apr.	10 a.m.
HOHOW & BANGKOK	"TEAN"	On 8th Apr.	Neon.
AMOY & SHANGHAI	"CHIHLI"	On 8th Apr.	D.L.
HOHOW, FAKKOT & RAIPHONG	"YUNNAN"	On 8th Apr.	10 a.m.

SHANGHAI LINE—Excellent Saloon accommodation amidships, with Electric Fans fitted. Regular service four times weekly between Canton, Hongkong and Shanghai, leaving Hongkong Sundays (via Swatow and extending to Fookow), Tuesdays (via Amoy), Thursdays (via Swatow) and Saturdays (direct extending to Tientsin). Cargo taken on through Bills of Lading to all Yangtze and North China ports. Passengers for Shanghai do not require to tranship at Wootung.

BANGKOK LINE—Regular weekly service leaving Hongkong Tuesdays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single berth cabins.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE.

Telephone Central 38.

CARGO AND PASSAGE CAN BE ISSUED AT THE OFFICE OF BUTTERFIELD & SWIRE.

AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILINGS SUBJECT TO ALTERATION

Steamer	Arr. Hongkong from Australia	Leave Hongkong for Moji, Kobe, Osaka & Yokohama
"KUT"	5th April	8th April

This steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions etc., and has superior accommodation. Electric Light throughout and Electric Fans in the State Rooms. A fully qualified Doctor is carried. Reduced Fares. Cargo looked through to all Australian, New Zealand and Tasmanian Ports.

For freight and passage apply to—

BUTTERFIELD & SWIRE.

Telephone No. Central 38.

Agents.

DODWELL & CO., LTD.

NEW YORK BERTH.

FOR NEW YORK AND BOSTON via SUEZ.

S.S. "DAORE CASTLE" Sails on or about 6th May.

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTI (PIUMI).

TAKING CARGO ON THROUGH BILLS OF LADING TO GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE.

£66.

NEXT SAILINGS.

OUTWARD FOR YOKOHAMA, KOBE AND MOJI.

S.S. "NUMIDIA"	.....	Sails about 4th April.
S.S. "FIUME-L"	.....	Sails about 6th April.
S.S. "AUSSA"	.....	Sails about 1st May.
S.S. "DUCHESSA D'AOSTA"	.....	Sails about 2nd May.
S.S. "SILVIO PELLICO"	.....	Sails about 1st June.
S.S. "NIPPON"	.....	Sails about 3rd June.
S.S. "ROSANDRA"	.....	Sails about 3rd July.

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.

S.S. "VENEZIA"	.....	Sails about 7th April.
S.S. "NUMIDIA"	.....	Sails about 3rd May.
S.S. "FIUME-L"	.....	Sails about 6th May.
S.S. "AUSSA"	.....	Sails about 4th June.
S.S. "DUCHESSA D'AOSTA"	.....	Sails about 7th June.
S.S. "SILVIO PELLICO"	.....	Sails about 4th July.
S.S. "NIPPON"	.....	Sails about 8th July.
S.S. "ROSANDRA"	.....	Sails about 7th August.

NATAL LINE OF STEAMERS.

FOR CALCUTTA COLOMBO TO SOUTH AFRICAN PORTS.

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO. LIMITED.

Telephone Central 1030.

Agents.

STRUTHERS & BARRY

OPERATING U.S. GOVERNMENT SHIPS.

EXPRESS FREIGHT SERVICE.

FOR SAN FRANCISCO AND LOS ANGELES

FROM HONGKONG BY DIRECT ROUTE.

U.S.S.B.	"West Cajon"	Due Hongkong	21st Mar.
		Leave Hongkong	4th Apr.
U.S.S.B.	"West Ivan"	Due Hongkong	9th Apr.
		Leave Hongkong	11th Apr.

